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Alarm:

World War III in the making!



Sabres and atom bombs are rattling.
The stage is being set for carnage such as the world has never before known — or dreamed to be possible.

WHETHER THE CURTAIN RISES ON WORLD WAR III DEPENDS UPON YOU, NOW, HERE, WHILE YOU HAVE IN YOUR HANDS THE POLITICAL WEAPONS TO STOP IT.

If the curtain rises, you will be shoved into the maelstrom as both victim and instrument of an imperialist plot.

The Communist Party does not ask you to take its word for this. Read the headlines for yourself, and for yourself put two and two together and see what it adds up to.

The Plot

At Fulton, Missouri, on March 5th, the spokesman for British Tories and American

big business proposed that the United States and Great Britain join together in alliance to rule the world. He was Winston Churchill, former British prime minister, who was repudiated by the voters of England at the war's end.

His proposal was aimed at the Soviet Union and his speech contained a number of outright lies.

Ordinarily, a Tory member of parliament making a speech putting forth Tory aspirations—which are well-known — would not necessarily endanger the peace of the world. What lifted the Churchill speech into the realm of an international incident was the fact that the President of the United States introduced him to make the speech, sat on the same platform while it was made and reportedly read the manuscript of the speech in advance!

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The aim of Churchill's speech, in fact the aim of his trip to America, is crystal clear. To achieve British imperialist objectives, American friendship for the Soviet Union must be broken. That friendship can be broken only if the American people can be made to believe a monstrous lie—namely, that the Soviet Union is an aggressor.

Hence, when the people of any nation bordering the Soviet Union try to set up democratic governments it is cited as evidence that the Soviet Union is trying to spread communism. Witness Poland, Bulgaria, Romania and Azerbaijan (in Iran). For the most part, these countries have in the past had feudal or semi-feudal governments. When they were liberated from Hitler's Fascist aggression they were promised self-determination, and liberation from their old, feudal dictatorships.

These promises were made in the Atlantic Charter and repeated at Yalta, Teheran and Potsdam.

Churchill was prime minister of Great Britain when the Atlantic Charter was signed by himself and the late President Franklin D. Roosevelt. He was prime minister through the Yalta and Teheran conference, and the first part of the Potsdam conference.

Did he have tongue in cheek when he agreed to the promises to the peoples of Europe and Asia? It is evident now that he had, and it is evident that the Labor Party foreign minister, Ernest Bevin, is in the plot with him to wreck the peace. Britain's continued intervention in Greece to force ex-King George down the throats of the Greek people, its ruthless suppression of peoples' movements in Java, India, Palestine and other colonies proves her bad faith. She has no intention, even though her government now sails under the label of labor, to allow self-determina-

tion of peoples IF SUCH SELF-DETERMINATION INTERFERES IN ANY WAY WITH HER IMPERIALIST PLANS.

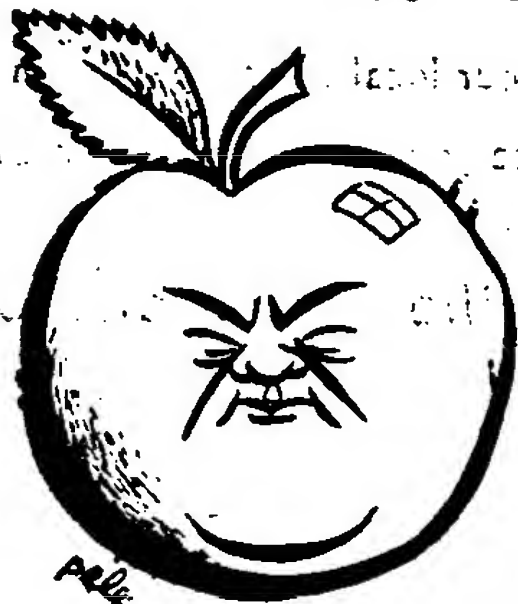
Churchill has long been the leader of the conspiracy to destroy the Soviet Union—or, more precisely, to destroy socialism in the Soviet Union. In 1919, as minister for war and aviation, he frustrated at Paris the desire of Woodrow Wilson to withdraw the Allied interventionist armies which were supporting the White Russian Kolchak. Wilson realized that the interventionist armies were serving only the purpose of reaction, and said so.

Churchill probably had more to do than any other statesman in building the cordon sanitaire and the same thing is being attempted again. The cordon sanitaire was simply a ring of hostile nations around the Soviet Union. For years they were hotbeds of intrigue and conspiracy aimed at wrecking the Soviet peoples' socialism.

Churchill seemed to undergo a change in attitude when Hitler rose to power. He didn't.



He merely put his vendetta on the shelf when Hitler became the chief threat to British imperialism, largely as a result of Churchill's own machinations. Then, in England's darkest hour, he had to depend upon the Soviet armies to save her. ENGLAND (AND AMERICA TOO) WAS SAFE ONLY AFTER HITLER WAS TURNED BACK AT STALINGRAD.



Now the old plot is back, this time made in the USA, with Churchill seeking a Tory-reactionary alliance—a joint American-British imperialism, racial in its appeal, for what he says in effect is that the English-speaking peoples must dominate the world. It is a revival of the theory of the white man's burden, which Kipling, in loyal service of Her Majesty, glorified in song.

Who is in this plot? Bevin is. So is Secretary of State Byrnes (and behind him Truman), former President Herbert Hoover, MacKenzie King of Canada, United States Senator Arthur Vandenberg and Churchill. The immediate objective is to plant the thought of war with the Soviet Union in American minds, and then to rattle atom bombs to make the Soviet Union go along with their plans for bigger exploitation of colonial and subject peoples. Their tune is "get tough with Russia!"

Here is how the plot has been working:

MacKenzie King of Canada announces a big spy plot. The so-called plot is a year old, but the announcement is timed to coincide with the London sessions of the United Nations organization, so as to embarrass the representatives of the Soviet Union. It is timed, too, to coincide with the reactionary drive to put over the May-Johnson bill which would give the army exclusive control of atomic energy.

The spy scare is carried across the border to the United States and the army suddenly descends upon American scientists with a lie detector machine.

HERBERT HOOVER IS ASKED BY PRESIDENT TRUMAN TO GUIDE FOOD DISTRIBUTION IN EUROPE. Because of his record after the last war, this amounts to notice that food distribution is again to be used as a political weapon.

The Vatican elevates 32 archbishops to Cardinals in ceremonies which are termed "a worldwide mobilization against communism."

On February 26th Bernard Baruch, after a visit with Churchill in Miami, Florida, attacks communism in a speech. The next day Senator Vandenberg delivers an anti-Soviet blast in the Senate. One more day and Secretary of State Byrnes attempts to outdo Vandenberg in a speech before the Overseas Press Club.

On March 1st Dewey's advisor Dulles, who along with Vandenberg was an American representative to UNO, presses the same line in a speech at Philadelphia.

On March 3rd, former Ambassador Joseph Kennedy, the America Firster, calls for a loan to Britain as a "bulwark against communism."

All these are capped on March 5th by Churchill's Fulton, Missouri, speech.

These things add up to a campaign. This

is how World War III is being built, under the name of a holy crusade against communism—exactly the cover behind which Hitler built World War II.

Why this unholy alliance against the Soviet Union? Ask yourself what there is about the Russians that big business does not like. You don't have to be a quiz kid to know it is THEIR SOCIALISM.

When workers take over the ownership and operation of all industries from the capitalists

—AND IT WORKS— without depressions and unemployment, would you expect the present owners of industry to swoon with joy like bobby soxers in the presence of Frank Sinatra?

Or would you expect atomic bomb secrecy, universal military training, lies and ferocious attacks to incite the American people against the Soviet Union?

The Administration's foreign policy agrees with that of Dulles, leading partner in the number one Wall Street law firm, and Vandenberg, capital's leading representative in the U. S. Senate. And who is in charge of an important section of U. S. foreign policy? None other than the workers' and peoples' worst enemy, Herbert Hoover. His program was: Apples for the unemployed in 1931, and apples for the starving people of Europe in 1919 if they let him mark their ballots for them.

Issued by Communist Party of Los Angeles, 124 West 6th Street, Los Angeles

For the free daily explanation of the UNO crisis read the Daily People's World

These things add up to a campaign

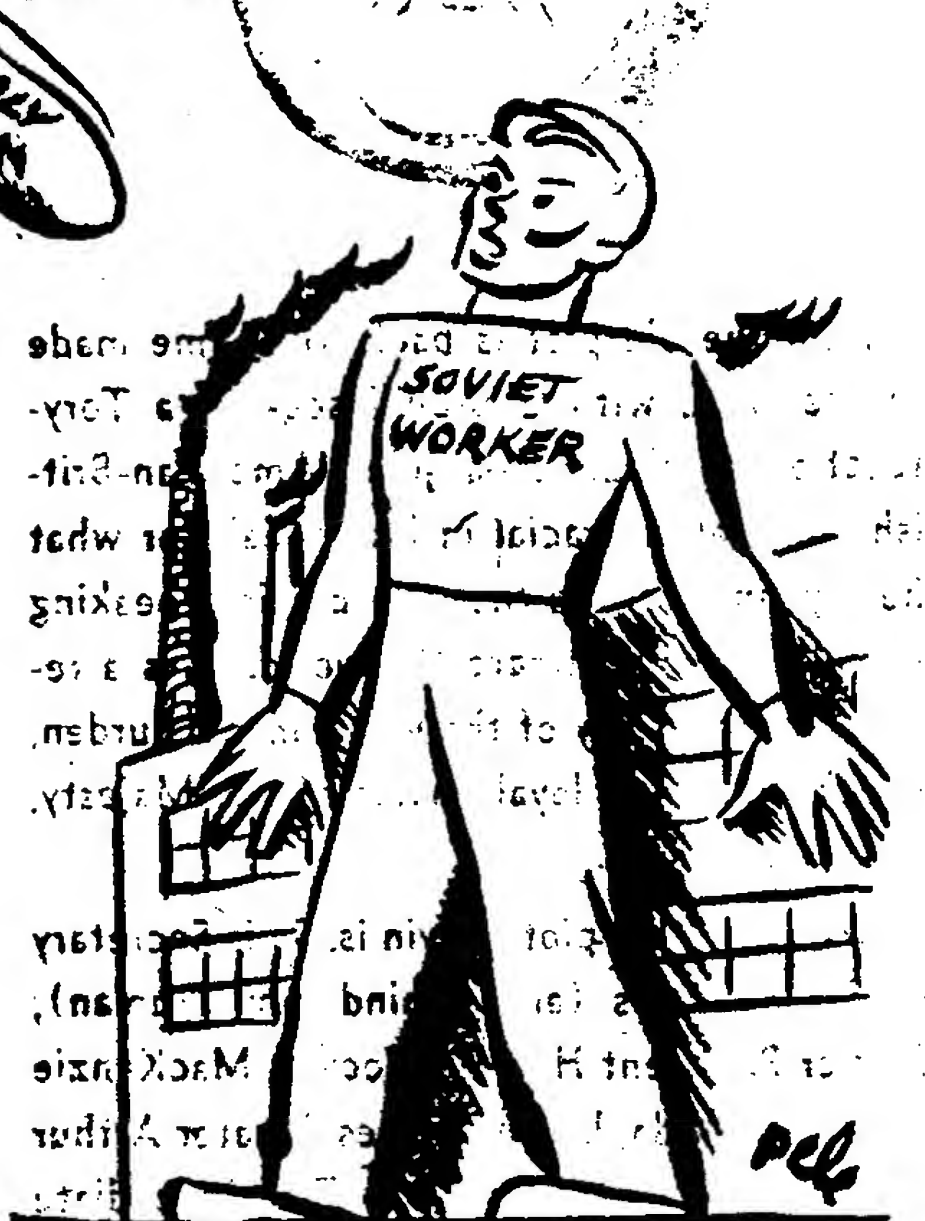
IT IS IMPERATIVE THAT THE LITTLE PEOPLE WHO HAVE EVERYTHING TO LOSE AND NOTHING TO GAIN BY A WAR WITH THE SOVIET UNION SPEAK OUT NOW AND STOP THIS CAMPAIGN BEFORE IT IS TOO LATE.

Send your protests to President Truman, to the State Department, to your Congressman and to your two Senators.

Flood your local newspapers with letters.

Mobilize your union or other organizations to act also.

Raise the alarm, and put out the fire!



Issued by Communist Party of Los Angeles, 124 West 6th Street, Los Angeles

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These things add up to a campaign

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FEDERAL BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT **PHILADELPHIA, PA.**

FILE NO. **100-10595 M.F.**

REPORT MADE AT PHILADELPHIA	DATE WHEN MADE 8/22/42	PERIOD FOR WHICH MADE 6/28; 7/12; 8/3-10, 18, 28; 9/8, 8-18; 10/1, 6, 9, 16-29; 11/2, 6/42	REPORT MADE BY [REDACTED]
TITLE COMMUNIST INFILTRATION OF CIO INDUSTRIAL UNION COUNCILS OF PHILADELPHIA FIELD DIVISION			CHARACTER OF CASE INTERNAL SECURITY - C

SYNOPSIS OF FACTS:

This report contains information compiled to date regarding the Industrial Union Councils in Philadelphia and other cities and counties within the Philadelphia Field Division, together with information regarding Communist infiltration of these councils.

Reference:

Bureau letter to all Field Divisions dated June 5, 1942.

Details:

This is a joint report of Special Agent [REDACTED] and the writer.

To assist the reader, the following is an outline of the order in which the material regarding CIO Industrial Union Councils within the Philadelphia Field Division will be presented in this report:

i. INDUSTRIAL UNION COUNCILS

- A. Pennsylvania Industrial Union Council
- B. Philadelphia Industrial Union Council
- C. Allentown Industrial Union Council
- etc.

ii. RELATED ORGANIZATIONS

- A. Labor's Non-Partisan League
- B. Fraternal Order Committee
- C. Labor Publications Foundation

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100-33049-37

Phila. #100-10698

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CIO NEWS
(5/5/41)

Pennsylvania CIO convention 5/3/41 passed resolutions favoring anti-fascist program in Pennsylvania. (Note that it is believed this program was opposed by the Communist Party) defense of HARRY WILSON, Communist, to defend America by aiding the Allies. (Note that this was not in line with the then current Communist Party program) and resolutions opposing the Vincent Bill, and the formation of a Little Blue Committee in Pennsylvania.

EVENING
BULLETIN
(5/7/42)

Disturbance caused at Pennsylvania CIO convention when JOHN L. LEWIS made was brought up in a discussion of a resolution to charge the disrupters of labor as Axis agents. BROPHY appealed to United Mine Workers to remain in the CIO.

EVENING
BULLETIN
(5/8/42)

Statements that Left Wing members of Pennsylvania CIO were divided in resolutions to free EARL BROWDER and to start a Second Front Now.

CIO NEWS
(5/11/42)

Convention at Pittsburgh issued statements and passed resolutions in favor of united action with AFL; offensive action against Axis rather than a Western Front against HITLER; election of Judge RALPH H. SMITH for Governor of Pennsylvania; support of American Newspaper Guild strikes at Aliquippa and Chester, Pa. Resolutions opposing JOHN L. LEWIS because he failed to give support to MURRAY and stabbed the CIO and MURRAY in the back while the latter was trying to cooperate with President ROOSEVELT; racial discrimination; appointment of JOSEPH KENNEDY to position with U.S. Maritime Commission.

DAILY
WORKER
(7/24/42)

Item states "Well known local officials of Unions throughout Eastern Pennsylvania have added their voices to the growing request by labor that a second front be opened at once." The following names are listed:

M. SPRINGER, Recording Secretary, Local 119, UERMVA;
W. BROWDER, Financial Secretary, Local 119, UERMVA;
FRANCIS WHITE, Vice President, Local 155, UERMVA;
E. J. GOTTI, Business Agent, Local 86, Amalgamated Clothing Workers of America;
BRODERLY, Delegate to National Convention, UERMVA, Local, Lancaster, Pa.;
O. HOFFMAN, Financial Secretary, Lancaster Local, UERMVA;
ERNEST MOYER, Business Agent, Fur & Leather Workers Union, Easton, Pa.;
MIRIAM YADON, Secretary, Tobacco Workers Union of United Cannery & Agricultural Workers Union - Consolidated Cigar Co., Lancaster, Pa.;
STEPHEN LEWIS, Treasurer, IUMSWA, Local 2;
JOSEPH DIGIACOMO, Financial Secretary, IUMSWA, Local 2

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June 15, 1938

The following is a record of the Minutes of the Constitutional Convention of the National Maritime Union held in New York, New York, July 19, 1937. This comes from an outside unknown source.

18610

FIRST SESSION

MONDAY, JULY 19th, 1937, 11 A.M. to 1 P.M.

Convention opened and called to order by Thomas Kay, Chairman of the Constitutional Convention Committee.

Nominations for Temporary Chairman of the Convention: Brothers - Joseph Curran, Patrick Whalen, Jerry King, Arthur Thomas, Ferdinand Smith, Robert Moors, Louis Cartwright. M/S/C to close nominations. Nominees read off as nominated from the floor.

Joseph Curran	Accepted.
Patrick Whalen	declined in favor of Curran
Jerry King	" " " " "
Arthur Thomas	" " " " "
Ferdinand Smith	" " " " "
Robert Moors	" " " " "
Louis Cartwright	declined.

Motion that Joseph Curran be elected by acclamation. Seconded and carried. Chairman Curran asks for nominations for elections of temporary Secretary. Nominations: Brothers K. K. Dunne, Jerome King, Al. Hannon, Ralph Emerson, Thomas Kay. M/S/C. to close nominations. All declined with the exception of Thomas Kay. Motion made by Brother Moors that Thomas Kay be elected by acclamation. Seconded by Glass. Carried.

Question of admitting members of the Press to the Convention. Motion made by Brother Glass that all members of the Press, who shall be admitted be members of the Newspaper Guild. Motion seconded by Brother Steiglitz.

Discussion: - Brothers Perry, Hannon, Curran and Jack Larrenson speak against the motion, stating that all members of the Press should be granted admission, giving wide publicity to the Convention and permitting all papers to report the Convention.

Motion withdrawn in favor of another motion by Jack Larrenson: I move that the Convention go on record to permit the representatives of all newspapers to attend this Convention in order to give it the widest publicity. Seconded by Brother Moors. Carried. Press admitted.

RECORDED & INDEXED

100-120818-X6

Question of admitting outsiders to the Convention. Motion by Brother Whalen and seconded by Beboza that the gallery be thrown open to any member of the N.M.U. or friends of the N.M.U. Motion discussed by Brother Moors, Larrenson and

31 APR 1938

(4 copies)

Curran, stating that many eyes are upon this Convention and it should be thrown open to all those who wish to attend. Motion amended to read: That galleries be thrown open to the general Public and a Master-at-Arms be stationed at the door. Motion made by Whalen and seconded by Weiss. Motion carried.

Master-at-Arms opens Galleries.

Question of Delegates who have not received credentials. Motion by Brother Leonard and seconded by Brother Cartwright that certain delegates who should have received credentials and have not received them as yet, should be seated with Voice and Vote, pending the report of the Credentials Committee. Discussion:- Brother Thomas Ray explains that a number of Brothers do not have credentials, and since he hasn't the authority to seat such Brothers, suggests that if they have membership Books, they be seated pending the report of the Credentials Committee. Cites case of Brother Smith Hopkins.

Brother Mullens of the Great Lakes reports for Delegates from the Lakes who do not carry credentials. Motion carried that, pending report of Credentials Committee, such Brothers be given voice and vote in the Convention.

Election of Credentials Committee. Motion made by Al Lannon that the Credentials Committee consist of fifteen (15) members. Motion carried. Further Discussion on proper credentials giving a Delegate the right to Voice and Vote. Brothers Desmond, Perry and Lannon speak on the question. Motion made by Desmond and seconded by Cartwright that a Credentials Committee be elected to investigate the credentials of the Delegates. Motion carried.

Nominations for Credentials Committee:

G. Vanderros	SS Pennsylvania	
Jack Faono	SS Maryland	
Wm. Cunningham	SS Washington	
Frank Donahue	Galveston - Texas	
Patrick Keenan	SS Manhattan	
Chris Markin	Baltimore - Md.	
Stephen Harvey	SS Santa Rosa	
E. E. Applin	Baltimore, Md.	
Frank Jones	New York, N. Y.	
Thomas McGowan	Boston, Mass.	
Dominick Gavin	New York, N. Y.	
A. Hennessey	New York, N. Y.	
Robert Mills	Boston, Mass.	
Robert L. Desmond	SS California	
Boyce Kirtow	Galveston, Texas	
Louis Cartwright	SS President Roosevelt	
F. O. O'Donohue	Boston, Texas	
Arthur Thomas	New Orleans, La.	declined
J. Purcell	New York, N. Y.	declined

Motion made and seconded that those who accepted be elected by acclamation.

Nominations for Investigating Committee to study and investigate the credentials of the Credentials Committee. Nominations:

Richard Graham	Norfolk, Va.,	accepted
Fred. Monaud	New York, N. Y.	accepted
Charles Rubins	Philadelphia, Pa.	accepted
Tommy Ray	New York, N. Y.	declined
Ferdinand Smith	New York, N. Y.	accepted
Jerome King	New York, N. Y.	declined
Patrick Thalen	Baltimore, Md.	declined
J. J. Bennett	Tampa, Florida	declined

Motion made and seconded that all four who accepted be elected by acclamation.

Motion made by brother Kiren that Credentials Committee immediately leave the Convention floor and go into session. Seconded and carried.

Brother Tommy Ray recommends that Miss Wugin, office secretary for the Convention Committee, be permitted to work with the Credentials Committee to present records and help facilitate the work.

Election of Rules Committee

Motion by Brother McCarthy that the Rules Committee be elected. Amendment:

That the Rules Committee consist of seven members and that the amendment be incorporated into the motion.

Discussion: Brother Lemmon speaks for a committee as large as the Credentials

Committee. Brother Moore speaks for a Committee of seven, stating that large Committees are unwieldy. Brother Thomas recommends nine men. Brother speaks for a small Committee. Discussion closed.

Amendment: That seven members shall comprise the Rules Committee carried.

Amendment and motion adopted.

Nominations for Rules Committee

Edwards	Boston	accepted
F. Meyers	New York	accepted
Curran	SS R. L. Lee	accepted
R. Hawkes	Boston	accepted

Blackwell	SS Madison	accepted
Brook	Chewee	declined
Bennett	Tampa, Fla.	accepted
J. Lawrenson	New York	declined
Knudson	Mobile, Ala.	declined
Lynn	SS Texmar	declined
Emerson	Washington	declined
Thayer	SS Virginia	accepted
Ted Lewis	New York	accepted
S. Salmon	New York	accepted
T. Largin	Providence	declined
Meers	N. O.	declined

Brother Meers: Motion that Nominations be closed. Seconded and carried.
Motion made and seconded that the nine (9) men accepting stand elected by acclamation. Carried.

Brother Meers moves that Committee goes into session immediately.

Seconded and carried. Committee so instructed.

Question of Adjournment:

M/S/C/ that the word "adjourn" be discontinued in usage and "recess" be substituted

Discussion on motion made by Brother Glass that Convention recess for Lunch.

Brother Meers speaks against the motion, stating that delegates have responsibility to the men in the Ports and on the ships, and the work of the Convention must be completed.

Brother Tommy Lynn takes the floor to outline the work yet to be taken up.

Greetings from Fraternal delegates, reports from the Ports and reading the telegrams and communications. When the delegates are properly seated, following the report of the Credentials Committee, the work of the Convention will begin.

M/S/C/ to close discussion

M/S/C/ to recess the Convention until two o'clock.

SECOND SESSION

MONDAY, JULY 19th 2 P. M. to 6 P. M.

Report of Examining Committee:

G. Vanderbos	SS Pennsylvania	O. K.
Jack P. Ceno	SS Guayaquil	O. K.
Wm. Cunningham	SS Washington	O. K.
Frank Danlavoy	Galveston, Texas	O. K.
Patrick Keenan	SS Manhattan	O. K.
Chris Larkin	Baltimore, Md.	O. K.
Stephen Harvey	SS Santa Rosa	O. K.
E. L. Alpin	Baltimore, Md.	O. K.
Frank Jones	New York, N. Y.	O. K.
Thomas McGowan	Boston, Mass.	O. K.
Dominick Gavin	New York, N. Y.	O. K.
Anthony Hennessey	New York, N. Y.	O. K.
Robert Mills	Boston, Mass.	O. K.
Robert L. Desmond	SS California	O. K.
Royce Kerbow	Galveston, Texas	O. K.
Louis Cartwright	SS President Roosevelt	O. K.

Examining Committee:

Charles Rubin, Philadelphia
 Fred Renaud, New York
 Ferdinand Smith, New York
 Richard Graham, Norfolk

Reading of Telegrams by Secretary Tommy Ray.

"Best wishes for a successful convention"

Crew SS Exhibitor

"Appreciate your invitation to address Convention and regret pressure of work prohibits acceptance".

Elinore M. Erick

"Fraternal greetings to National Maritime Union's Constitutional Committee. Onward to National Maritime Federation with C. I. O."

Crew SS Santa Rosa

"Heartiest wishes for successful establishment of this Seaman's Congress."

Crew SS Calazares

"We the crew of the Paul H. Harwood endorse the National Maritime Union 100%. Have delegate aboard on arrival."

"Brothers, greetings to all officers and delegates. Your meeting is historic. The hopes and hearts of American seamen all over the world are attuned to your earnest efforts and your responsibilities to the National Maritime Union and the C. I. O. Don the torpedos. Go ahead."

Union Seamen of Port Stanton.

"Greetings congratulations and good luck from certain members of the crew of the Howard L. Shaw." A. J. Reid.

"Greetings to Delegates of N.M.U. Convention. May we continue with our progress and solidarity to a National Maritime Federation."

Crew of Steamer Donald J. Norrell.

"Greetings to delegates of the N.M.U. Convention. May we continue with our progress and solidarity to a National Maritime Federation."

Crew of Steamer E. J. Gilbert.

"Morgan Jr. wishes success to delegates and all members of the N.M.U. Will be 100% soon."

Crew of Morgan Jr.

"We the members of the Deck Division of the SS Cherokee Clyde Line extend greetings and success to the Convention and our delegate Brother Brooks." Ships Delegate

"Greetings to first Rank and File Convention from Captain of Sandusky." Anderson.

M/S/C/ that the telegrams be made part of the record of the Convention. Telegrams accepted as read and incorporated into record.

M/S/C/ that since necessary committees have been elected and communications read, the floor to be thrown open to greetings from fraternal delegates.

OFFICIAL REPORT

Brother Eugene F. Burke, Secretary Marine Cooks and Stewards Union of the Pacific Coast.

Mr. Chairman and Brothers: I want to extend the heartiest greetings and felicitations of the Marine Cooks and Stewards of the Pacific Coast to the Delegates of this Convention, we will have a rank and file organization throughout the United States. The Brothers of the Pacific Coast realize what you have gone through, and appreciate your every effort to unite the Pacific and Atlantic Coasts, and we hope you will be successful in this.

I trust that after you have adopted a Constitution, that this Constitution will be such that it will apply to the Pacific, the Atlantic and the Great Lakes, and that we will be able to meet with you at the Chicago Convention, where all Maritime organizations can get together and draw up a united program to unite the East, West, and Great Lakes. The only way that this can be overcome is through the National Convention where we can discuss our problems and get together on them. There is no question that we have differences of opinion, but they can be ironed out, if we sit down and discuss the problems relating to each Division. We have had our ups and downs; we have had our strikes, and we have succeeded in getting everything we were after. I want to say that the members of the Pacific Coast are enjoying better working conditions and wages than the East Coast and they are still striving for more. You will be successful in your drive. By standing united, there is no question that you will be successful. I want to thank you for the privilege of being here. I hope your deliberations will be successful and that you will come out with the kind of a constitution that will be applicable to all concerned.

Brother V. J. Malone, representative of the Marine Firemen, Oilers, Watertenders and Wipers of the Pacific Coast.

Mr. Chairman and Brothers: I am glad to be here with the representatives of the N.M.U. of A. As you already know, the M.F.O.E. & W. of the Pacific has always endorsed the N.M.U. The M.F.O.E. & W. has always been fighting for better wages and better conditions on the West Coast, and we have backed the N.M.U. in its fight. The Firemen and the Cooks & Stewards have worked together on the West Coast, and today we have the finest wage and working conditions in the world. There is only one thing that has made these conditions possible, and that is the constant drive for the Maritime Federation of the Pacific. We know that the East Coast has had a tough time, and we take our hats off to you today. This is the first convention that has considered the men on the ships. Only that organization which will consider and take into account the men on the ships will be successful. As a representative

of the Pacific Coast, I wish to extend to you our greetings and good wishes.

Brother C. W. Deal of the Inland Boatman's Union of the Pacific.

Chairman and Brothers: Greetings from the membership of the Inland Boatman's Union of the Pacific. We appreciate fully the problems you have before you. There is one point particularly which I would like to stress. The men on the ships are the organization. That is the main problem and the main thing I.S.U. failed to do. They forgot the men on the ships. I want to congratulate this Convention on the point of the ships electing Delegates and sending delegates from the ships themselves. I think this is an outstanding advance. I can offer you a practical report on the sentiment of our members of the C.I.O. I can say that two-thirds of the membership have voted 20 to 1 to join the C.I.O.

On the Pacific Coast the I.B.U. has been in existence since 1913. First it was known as the ~~Terry~~ Boatmen's Union, organized by myself. Later it extended coastwise. About three years ago it was changed to the I.B.U. because the name did not cover all the categories. The I.B.U. has organized each Division as the need arose. We have organized for 18 years in San Francisco, 5 years in British Columbia and 4 years in San Pedro. We know of the struggle you fought. As a member of the Executive Board of the I.S.U., I consistently took a stand against their policy toward the West Coast seamen. We offered recommendations consistently. The I.S.U. committed suicide. There is only one thing to do when a person commits suicide. It gives extreme pleasure to assist you in the funeral ceremonies.

Brother Patrick Sullivan of the Canadian Seamen's Union.

Mr. Chairman and Brothers: It gives me great pleasure to represent 1900 Canadian seamen at this Convention. We are here as fraternal delegates, but I hope that Brother ~~Chairman~~ and myself will be at the Convention which is to be held in August in Chicago, not as fraternal delegates, but will take the place which is rightfully ours as true delegates of the National Maritime Union.

Our organization, even though we have an I.S.U. charter, is an industrial organization, embracing everybody aboard the vessels until such time as they may set out to have separate organizations. We have firemen, sailors, cooks, and stewards, mates, etc. in our Union. What we need is a Maritime Federation embracing longshoremen, Master and Mates, Firemen, Teamsters, deckhands, everything under one banner, so that when we have to show the shipowners what we want, we can show it to them in a uniform manner. The Canadian Seamen's Union a year ago last May had ten members; last September we had five hundred members; and now we have nineteen hundred, and we cannot get to the boats fast enough to organize the crews. We took in four hundred new members the week before last. I think that in August or September, when the N.M.U. decided to call its Great Lakes and West Convention, the Canadian seamen will have there a representative that will surprise the delegates on this side of the border.

Brother Pumphrey of the Fishermen's Union of Boston: --

We have just begun organizing through the help of Brothers Mills and McGowan, representatives of the N.M.U. At the present time, we have about 130 members with books, and have close to 2,000 pledge cards which will be taken up pretty soon. Originally we had a very strong organization under the A.F. of L. But we were deserted by the A.F. of L. when help was most needed. The existing scale of wages will have to be changed. Although the boat owners claim that they make no money - still their fleets have been increased with large expensive boats, so it is logical that this could not be done if their books were in the red.

The Port of Boston alone has a large number of men, and we expect many more in New York. The Italian or small boat fishermen would also make up a very large unit, when they see that we are accomplishing something, as we will, if we get the proper support which has been promised from the N.M.U. Now we are only in our infancy, and we are making a brave fight to attain some prominence in the N.M.U.

Report of Delegates from Atlantic and Gulf.

Brother Robert Meers of New Orleans:

Most of you know the problems we in the Gulf had to meet. Conditions in the Gulf were quite different from those anywhere else. In Houston, our arch enemies, the shipowners, descended upon the boys and just beat them up here and there without discrimination. In Mobile, the boys were not allowed to picket or distribute leaflets or publicize the fact that they were fighting for better conditions and better wages. In New Orleans, there were about 1600 Rank and Filers, and about 1300 in jail. In the South we did not have the support of Labor organizations, as you had support up North. The South is an open shop center. When the honest seamen realized the better conditions could be won if they were united on a program, they joined us. To give you an example - the United Fruit Line. For approximately twenty years there was no organization aboard these ships, but seeing that nothing was done by the seamen themselves, the N.M.U. representatives went aboard these ships and then the men were very receptive to the organizational steps brought to them.

As stated by our Fraternal Delegates from the Pacific Coast, the seamen from the ships are the backbone of the whole organization. We have corrected the conditions on this Line, and have changed 75% of the books of each of the various vessels that come into the Port. We took sit-down action to get N.M.U. wages and conditions, and got a whole scale according to West Coast agreements.

The delegates in Philadelphia are especially instructed to see that the Union's policies of organization are carried out on the ships. We carried on a real drive to see that the delegates were elected legally.

We have just moved to a Joint hall which is the first step toward making the N.M.U. a real industrial Union.

On the question of Longshoremen: We are making a definite point of contacting every longshoreman we see and as result ten or fifteen men came down to start work on Longshoremen.

There is a possibility of getting citizens from the Port of Philadelphia to protect these Longshoremen who are being blackballed. We are faced with the problem of clearances which should be unified in all Ports. This Convention should, in my opinion, accept a policy that is unified for clearing bona-fide seamen. In my opinion we can still organize the fee groups that are still in the I.S.U. Our object should be to organize, and I think this Convention should adopt a policy for organizing the unorganized and bring all the I.S.U. members into one N.M.U. Union.

Question of reporter from the Catholic Worker who had not been admitted into the hall. Apologies from the Convention for this error. Reporter admitted.

Report of Brother Ed Coon of the Harbor Boatmen's Division of Boston:

We in Boston are now in our infancy, and it is with great pleasure that I point to our banner hung on the wall of the platform. Through the united efforts of Lavelle, Mills and Hacks, we have just won a \$5.00 increase in wages, a ten-hour day and time and a half for overtime. I think the time is now at hand when the Harbor Boatmen will be organized into one Union.

Report of Brother Thomas Durgin of Providence, R. I.

Am unprepared to make a speech - will only say that I bring

the greetings from the Port of Providence to this Convention.

Report of Felix Siren for the C.I.O. Organizing Committee for the New York Harbor Workers: We have just organized the Committee and we are working hard getting things started. The Harbor Workers are most enthusiastic about the C.I.O. I believe that before three months are over, the Harbor Division will be able to report a very substantial membership in its ranks. So far we are concentrating our efforts on the barges. We hope that following upon our work here, the move will be taken up in the other ports so that there will be an Inland Boatmen's Division of the Atlantic and Gulf Ports in addition to the Pacific Inland Boatmen's Union represented at the National Convention. Chairman adds: Five organizers were appointed to act with the C.I.O. Lewis and the Committee have promised to give the N.M.U. all the help it needs in this drive to organize the Harbor Workers.

Report of Arthur Thomas, Secretary-Treasurer of the Maritime Federation of the Gulf: The Maritime Federation of the Gulf has been in effect for approximately eighteen months and has not met with great success. I have compiled a written report which outlines another solution for getting the Longshoremen and licensed groups together with the unlicensed groups. I would like to bring this report up under New Business, because it will effect all of us. If we are to draft a Constitution, let us draft a Constitution that will be a democratic one. Let us build a Union by which the seamen aboard the ship will benefit.

Report of Brother Brooks:

This is the first Constitutional Convention of the N.M.U. and I send fraternal greetings of the membership. We need the cooperation of the membership aboard the tankers, so that we can conduct a really successful campaign. My instructions were to submit to a vote the matter of joining the C.I.O.

Report of Brother Richard Graham of Norfolk:

Greetings from the seamen in the port of Norfolk. The men sailing in and out of Norfolk and Hampton Roads have never been unionized. It was not that they could not be unionized, but there had never been an attempt to unionize and organize. It is particularly important that the Port of Hampton Roads be organized - since there are between 25,000 and 30,000 men who make their living from the sea, as shipyard workers,

fishermen or dock workers. It is very significant that the N.M.U. is growing in the Hampton Roads area. Another problem is the racial problem - we have a large number of colored seamen and colored stewards. The income of the I.S.U. used to be \$150 to \$200 a week. Now we say that our income last month was close to \$8,000. We have organized lines that have never been organized. After four months of organizational work on the coal-boats, we were able to call a strike 100% effective. Every ship of the 18 that came into Port during the 8 days of the strike struck 100%. The men went back to the ships with an increase in wages, the Union recognized, Masters & Pilots going into the M.M.P. and Engineers going into the M.E.P.A. and Radio Operators going into the A.R.T.A. The seamen of the Port of Norfolk and all American seamen hope that through this convention we will be able to put our heads together and work out a fitting and proper Constitution for the advancement of all American Seamen.

Report of Brother Smith Hopkins, Gulf District Organizer. It has always been thought that the men of the Lykes Ships were backward, but during the strike and since they have proven that they are good union men. After the strike, the men were forced to snip through the I.S.U. and repudiate the strike and the rank and file leadership. It looked pretty black in the Gulf then, as it did everywhere. Now, though both the I.S.U. and the N.M.U. delegates have passed to board the Lykes Brothers ships, the I.S.U. is not meeting with much success and more and more men are joining the N.M.U. We are still weak on the Waterman Lines. We had trouble with our Delegates there - who absconded with \$80.00 when he was elected to come to New York to stand trial. I believe the Convention should set aside some time to discuss especially the problem of the tankers. The Convention should take up the matter of financing the ports where the tankers come in. Good Luck!

Brother S. J. Sawicki of Savannah, Georgia.

I would like to have all men coming into the Ports of Savannah, Charleston and Jacksonville contact the Longshoremen. The Longshoremen down there are very backward, those in the Union make 40¢ an hour and those who are not make 30¢ an hour. Any cooperation from you men on the ships would be appreciated.

Brother Adrian Duffy of the Great Lakes:

Our main difficulty on the Great Lakes is in visiting the ships.

Our main response this year has come from the Lake Seamen; that is those seamen who are on the ships. Formerly it was a question of an organizational drive among the men on the beach. We have 800 members, and out of that number, 75% are on the steel boats. We can use these men to do organizational work by contacting the men on the steel boats. It is hard to contact steel workers because they are surrounded by the Company cops and guards. We must not neglect or disregard the I.S.U. members. Some people think the members of the I.S.U. are dead — this is not true. We must give attention to the I.S.U. members as well as organization of the unorganized. By the first of September, we will know whether we will have the Great Lakes 100% or 90% but we know that it will be a large majority. We look forward to having Milwaukee and Detroit going down the line as the first Ports of the Great Lakes behind the N.M.U. Regarding literature: We are going to get organizers and a mimeograph machine and get out all the latest news of the Lakes happenings. We are trying to defray the expenses of the PILOT. We have already taken up collections and the men feel the PILOT to be their official organ. There is another way that has been adopted to publicize the work of the N.M.U. The Roosevelt carried a banner reading ROOSEVELT LINED UP 100% BEHIND THE N.M.U. The response to this is excellent, indicating that there are many men who are ready to line-up with the N.M.U.

Brothers Stone and Mullens, organizers of the Great Lakes contacted the Canadian Seamen's Union, and they have 70% of the Canadian seamen. We feel certain that by the end of the year, the Canadian Seamen will be lined up 100% and will all go down the line with the American Seamen 100%.

Further communications read.

"The crew of the S.S. MIDDLESEX wish to extend their sincere wishes for the success of the Convention and are 100% behind the N.M.U.
'Crew of the S.S. MIDDLESEX.'

Because of the press of other work, it will not be possible for me to attend your convention. I wish to convey to the officers and delegates our greetings and good wishes for a successful meeting and that organization of the seamen may be advanced by the work of your body."
John Trophy, Director.

"We extend fraternal greetings to Atlantic and Gulf brothers

assembled at Convention." Crew S.S. "UTICA."

"S.S. ORIENTE sends best wishes for a successful convention."

Radiogram George Porgoli
S.S. ORIENTE

"Steamer EDWARD N. SAUNDERS, JR. 100% N.M.U. Crew sends greetings for greater unity among seafaring crafts." Ships Delegate J. Jaynos.

"Crew of the E. R. KEMP extends fraternal greetings to National Maritime Union Constitutional Convention."

Letter from S.S. WILLIS L. KING - GREAT LAKES

Dear Brothers:

We the members of the deck division of the Steamer WILLIS L. KING on the Great Lakes, being unable to send a Delegate to New York on account of the limited time between now and the convention, take this method of expressing our interest in the Convention that is about to get under way. Speaking in general for the hundreds of ships that ply the Great Lakes, we realize the vital necessity for complete cooperation with our brother members of the Coast, and may need their aid in one way or another in order to succeed. We realize that the coastal sailors confronted and overcame many obstacles on their road to success and although the National Maritime Union is still in its infancy on the Great Lakes, we will have one of the highest hurdles in this nation to jump in order to be successful, because the owners and operators of most of the lake vessels are the lords of steel.

We suggest and would like to see a great drive made for membership under a group of systematized organizers, in no way belittling the present organizers, for they are doing good work under the existing conditions. May this convention strengthen the structure of the Coastal Union, and be the cornerstone of a successful Union for the Great Lakes.

Fraternal yours,
Members of the Deck Div.
S.S. "WILLIS L. KING."

M/S/C/ That communications be accepted as read and incorporated into the minutes.

Report of Brother Carrillo of the S.S. "CITAOLA": As a representative of the S.S. "CITAOLA" of the United Fruit Line, I want to say that we are here for the purpose of building the Union, and every man who works in Fruit Lines down in New Orleans is 100% for the N.M.U.

Report of Brother Desmond of the S.S. "CALIFORNIA": There is no use repeating the history of the CALIFORNIA. As a delegate to this convention, I wish to say that when you all leave this Hall, you come out united in one body.

Brother Loos of the S.S. "VIRGINIA": The Deck Division is 100% Rank and File and the Black Gang had 18 N.M.U. members. Well, we got busy and organized the men and now the VIRGINIA is as good as any ship in the country. I do not agree that any ship is 100%. I say until all ships are 100% we must go on organizing.

Report of Jack Lawrenson, Delegate to the Maritime Federation of the Pacific Convention: I don't think it is within my province to criticize any of the actions taken by the convention. Naturally, what we were most interested in was what attitude they would take in regard to the East Coast. Any results of bad judgment can be left to the Pacific Coast membership to judge and to act upon accordingly. All that we hoped to accomplish, we did not accomplish. But we gave them a clear and complete picture of the Rank and File movement on the East Coast, its growth and development. We credited them with the inspiration which we felt that the Maritime Federation of the Pacific had rightly given to us. We told them that at all times our movements on the Atlantic and Gulf Coasts were designed to aid and strengthen the Maritime Federation of the Pacific.

All our efforts were directed towards building and establishing a powerful national organization of seafaring men in America. This the Convention agreed with in spirit. But they felt that the East Coast might tend to dominate the Pacific Coast Seamen. But there were many problems such as East Coast ships being tied up there and complaints of the East Coast seamen that they were being discriminated against in the West Coast Halls. We didn't know if they were true or not. We had to find out. At a meeting held of all unlicensed groups, together with the Inland Boatmen's Union, we reached an agreement whereby all discrimination was to stop. From now on we think that both Coasts may go down the line together, with free shipping on all coasts, and the fine levied by the MFOUW on East Coast men or the MFOUW shall be eliminated. As far as possible we are going to work in complete harmony with the Pacific Coast, even before the National Convention is held.

There are some on the Pacific Coast who are adopting the position that the Maritime Federation of the Pacific must be preserved at all costs, as against a national organization. Last week when I was in San Francisco, an attempt was made to pass a resolution at a joint meeting of the three crafts called by Robert of the S.U.P., which would in effect have condemned the C.I.O. and the C.I.O. Maritime Committee and the N.M.U. The results of that meeting - I tried to get in and they would not let me, and finally as a result of my efforts and several others and a vote by the membership, I was permitted to enter and given the floor. I managed to have the resolution voted down by a vote of three hundred to nine, which proved very clearly that the sentiment of the actual rank and file on the Pacific Coast is definitely to set up a national organization and align themselves with the C.I.O. Any efforts of individuals on the Pacific Coast in opposition to this, and their future actions will expose them to stop the building of a national organization and the affiliation with the C.I.O. will mean that they will cut their own throats. There is not a possible chance that they will get away with it. The West Coast Unions are now conducting a referendum ballot and on it is the question of affiliation with the C.I.O. and participation in the National Convention that is to be held. From all indications the result will be favorable. I think when the Convention itself condemned the C.I.O. - which they did by a vote - this did not indicate in any way what the sentiments of the men were on the Pacific Coast.

Many organizations which are still A.F. of L. affiliates and will not tolerate interference with their affairs - yet in matters that deal with Maritime affairs, they have votes, so the actual decision is of no importance.

The Federation of the Pacific is in its last stage of dissolution. The hatredism that has been growing for the past twenty years is now on the decline. The men on the Coast are coming closer to the Atlantic Coast men and are paving the way for a national setup. The seamen of the Pacific do want a National organization and they intend to have it, and I know that the Rank and File of the Pacific Coast want a leadership of this kind. I say this advisedly - and as an impartial observer, I get a clearer impression. I think our personnel - by that I mean the Rank and File of the N.M.U. is probably further developed, more far-reaching and will go further.

We have the key to the national situation and we have proven that we have the right to that position, and I think the N.M.U. instrumental in forming the National Maritime Federation affiliated with the C.I.O. and an organization invincible so far as the shipowners are concerned. The Atlantic and Gulf can show the way, and these men on the Pacific Coast are willing to follow.

Brother Robert ~~Mills~~ of Boston was asked to give a report.

In his absence another Brother from the Port gives a report, Brother ~~Tadell~~ - Stewards' Division. Tugboat situation in the Port of Boston. The tugboats were completely unorganized and after a hard drive, we succeeded in organizing the men and now the tugboats are almost 100% organized.

Coal Boats: These ships were completely unorganized. We started an organizational drive. Finally in getting the companies to open negotiations with us. In the midst of the negotiations with the companies, the I.S.U. officials sent ~~Esperon~~ ~~Grande~~ up to Boston to see what could be done to prevent these coal operators from signing a contract with the N.M.U. We vigorously rejected their presence on the Negotiations Committee and told the operators if a single man of the I.S.U. were allowed to negotiate we would refuse to sit with the Committee. Finally an agreement was signed improving conditions aboard ships, improving living and working conditions of the men.

Fishermen: We have succeeded in getting up a few hundred fishermen directly into the Union. As a result of the meetings of the Port Maritime Council in Boston, we are gaining in support and sentiment among the Longshoremen. In several actions they have supported us 100% causing the I.L.A. officials of Boston to report that the Longshoremen of Boston are not with them.

The organizational drive that is being conducted on the I.M.M. has been very successful. On the Eastern Steamship Lines - there is no doubt that a majority of the crews in every Division are decidedly for the N.M.U. but due to the intimidation of the I.S.U.

they are afraid to express this. This is the only stronghold of the I.S.U. and it is crumbling fast. We hope to have the Eastern Steamship Company completely organized soon. The members in Boston express a 100% support for the C.I.O. They affirm their solidarity and unity with New York. They wish to strengthen the structure of the N.Y.U.

M/S/C/ That Delegates confine remarks to greetings since there are many ships delegates who wish to have the floor.

Question of recess:

Discussion on importance of the business before the Convention and need for continued work.

Question of bar:

Motion by Perry and seconded by T. Thomas: Convention has serious business before it and men should confine their visits to the bar to recess periods and after adjournment. Motion substantiated by Felix Siron and seconded and carried: As long as no one comes in intoxicated, no action shall be taken in regard to the bar. If anyone does, action should be taken.

M/S/C/ By Brother Whalen that if there is nothing else before the Convention, we recess until Tuesday morning at 9:00 o'clock. Meeting recessed at 6:00 P. M.

REPORT OF THE RULES COMMITTEE
AS AMENDED AND MODIFIED BY THE INSTITUTION CONVENTION

July 20th, 1937.

The Rules Committee proposes that this Convention adopt the following rules and agenda in conducting its business:

1. The Rules Committee proposes to this Convention that it be governed by the rules set down in Roberts Rules of Order, excepting that all decisions are to be made by majority rule.

(a) Motion seconded and carried by Convention delegates that each delegate, when submitting or seconding a motion, state his name and where from (Ship or Port).

(b) Motion seconded and carried that proposed resolutions and proposals for the Constitution be placed in the hands of the Resolutions Committee and the Constitution Committee in written form not later than Wednesday Morning at 10 A.M.

2. The following order of business is proposed for the remainder of the Convention.

First and second sessions held Monday morning and afternoon.

Third Session on Tuesday, July 20th, 9 to 12:30 P.M.

1. Report of Rules Committee.
2. Discussion of Report of Rules Committee.
3. Report of Credentials Committee.
4. Discussion of Report of Credentials Committee.
5. Election of permanent Chairman.
6. Election of permanent Secretary.
7. Election of Committees.
 - (a) Constitution Committee to consist of fifteen (15) men.
 - (b) Resolutions Committee to consist of nine (9) men.
 - (c) Agreement and work rules Committee to consist of five (5) men, from each Division, and to invite West Coast and Canadian delegates to sit in on these Committees.
 - (d) Publicity Committee to consist of five (5) men.

8. Honorary Presiding Committee. The Rules Committee proposes Tom Mooney as Honorary Chairman, and the following for the Committee:

W. Billings.	Modesta Boys.	King-Ramsey & Conner.	Scottsboro Boys.
Seamen in Spain.	J.B.McNamara.	Matt Schmidt.	All Seamen in Jail for Union Activities.

FOURTH SESSION Tuesday, July 20th 2 to 6 P.M.

1. Report of Joe Curran for a period of one (1) hour.
2. Report for each of the three divisions - (20) twenty minutes each.
3. Publicity Report - fifteen (15) minutes.
4. Report of Pilot - Editor 20 minutes. Business Manager 20 minutes.
5. Report of Ralph Emerson, Legislative Representative in Washington.
6. Discussion on Reports.

FIFTH SESSION Wednesday, July 21st. 2:30 to 7 P.M.

1. Report of Resolutions Committee.
2. Discussion of report of the Resolutions Committee.

SIXTH SESSION Wednesday, July 21st. 8 to 11 P.M.

1. Report of Constitution Committee.
2. Discussion of Constitution.

SEVENTH SESSION Thursday, July 22nd. 9 AM to 12:30 P.M.

1. Discussion of Constitution - continued.

EIGHTH SESSION Thursday, July 22nd. 2 to 6 P.M.

1. Discussion on Constitution continued.

NINTH SESSION Friday, July 23rd. 9 A.M. to 12:30 P.M.

1. Discussion on Constitution continued.

TENTH SESSION Friday, July 23rd 2 to 6 P.M.

1. Discussion on Constitution continued.

ELEVENTH SESSION Saturday, July 24th 9 A.M. to 12:30 P.M.

1. Report of Agreements and Work Rules Committee.
2. Discussion on the report.

TWELFTH SESSION Saturday, July 24th 2 to 6 P.M.

1. Discussion continued on report of Agreements and Work Rules Committee.
2. Unfinished Business.
3. Adjournment.

(a) This Agenda is to be followed in the order adopted, the time to be extended or shortened according to how the business proceeds.

- (b) The Chairman is instructed to have an extra copy of Roberts Rules of Order for the use of the Committees at this Convention.
- (c) The Rules Committee is to be authorized to prepare an entertainment. Motion seconded and carried that a Committee shall be elected to prepare an entertainment subject to the adjournment of the Convention.
- (d) Resolutions to be discussed and be voted on.
- (e) Constitution Report to be discussed clause by clause and each clause to be voted on separately.
- (f) The present Masters-at-Arms be retained for the duration of the Convention.
Amended:-The Chief Master-at-Arms shall be instructed to put on more men, if necessary.
- (g) Discussion to be limited to five minutes each Delegate on each question.
Amended:-Each Delegate to be given the right to yield his time to another Delegate for an additional five minutes on the floor.
- (h) All proposed resolutions and proposals for Constitution are to be placed in the hands of the Resolution Committee and the Constitution Committee not later than Wednesday at 10 A.M. all such proposals to be submitted in writing.
- (i) That all motions to adjourn and to recess must be to a definite time.
- (j) That all motions to TABLE shall be out of order and that a motion to postpone consideration for a definite time shall be used in its place.
- (k) The Chairman is empowered to grant the floor to visitors or Fraternal Delegates representing organizations friendly to the National Maritime Union.

REPORT OF ALLEN LAMARSON
LEGISLATIVE REPRESENTATIVE OF THE
CONSTITUTIONAL CONVENTION OF THE
NATIONAL MARITIME UNION OF AMERICA

Brother Chairman and Brother Delegates to the Convention:-

It seems hardly possible that a little over six months ago I was elected on the Committee to fight the Copeland "fink book" Bill and that so much could have happened between then and now or that we could have made the rapid strides that we have since then in the Rank & File movement, and to establish democracy in our Unions whilst fighting the forces of the shipowners at the same time. There were many times that it seemed like an impossibility for us to fight the combined forces pitted against us and come out of the battle on top, but when I look around me here today and see the results of our struggle I know now that it was worth while.

I shall first deal with the work done during the past six months in Washington and the results obtained. Upon my arrival in Washington along with Brothers Perry and Fischer and representatives of the NMA and NMP who were also on the Copland Committee we quickly discovered that many Senators and Congressmen had been misinformed as to the situation in the maritime industry or else they had no information on the subject at all. This showed us clearly just what the I.S.U. had been doing there - either nothing at all or spreading misinformation. On the same day that I arrived at the Capitol, Brother Thelen in Baltimore started dispatching tickets to us and whose sole purpose was to picket the Department of Commerce Building.

You would have to have been there to see the looks that came on the faces of some of the government officials when those pickets started parading around the Commerce Building. Some people tried to tell us that we could not do what we were doing - but anyway we kept on doing it. As the time drew near for the mass march of the Seamen on the Capitol, Brother Thelen kept increasing the number of pickets from Baltimore and one day I counted over 50 pickets all on duty at the one time. By this time a freak fear had penetrated into the hearts of some of the reactionary officials in the Capitol that we were really going to carry out our promise of a mass march and they tried to do everything in their power to discourage this move - this was particularly noticeable in the comments of the Washington press and the threats contained therein that the Capitol's police force would meet the marchers at the District Line with guns and tear gas. In spite of such threats our plans went on, and Brother Thelen and Brother Mullen finally obtained the much needed permit for the parade. You all know the result of that march - and I can tell you right now that the effects of that demonstration are still felt there, particularly by certain officials of the Department of Commerce. This demonstration coupled with the vigorous campaign conducted by the Copland Committee, comprised of members of our Union from both Coasts resulted in the amendment to the "fink book" law which resulted in Public Act #25 - 75th Congress, and which gives the Seamen the option of carrying a certificate of identification instead of the vicious "fink book."

But it was discovered with the enactment of the new law that our troubles instead of being ended had just begun as the ink was hardly dry from the President's signature on this law, when the shipping interests and their allies thought up another and more subtle way to regiment us and destroy our organization. This came to light in the Cuffey-Bland Bill to create Boards of Arbitration and Mediation for the Seaman, and regardless of what may have been told you to the contrary, that arbitration and mediation would have been compulsory if the Bill had been enacted into Law.

If you do not think this is so, I will refer you to the report of the Secretary of Labor Madam Perkins. In this report made on this Bill to Chairman Bland of the Merchant Marine Committee, she states, "I am also constrained to question the wisdom of establishing a fixed arbitral procedure looking forward towards having the force and effect of law. For the reasons which I have already suggested, and in spite of the express provision in the Bill that failure or refusal of either party to submit to arbitration shall not be construed as a violation of any legal obligation. I anticipate that public opinion would so crystalize about the idea of arbitration as virtually to compel the parties to accept it. Such a result is not at this time, at least, to be desired since harmonious industrial relations in an industry which is not sustained by a long tradition of open negotiation are largely dependent upon flexibility in methods of approach. Compulsory arbitration is at least a device for an industry which is ready for a mature labor policy; labor relations in shipping are still in their infancy."

It will also be noted that the Maritime Commission, through its Chairman, Mr. Joseph P. Kennedy, sent in a report on this Bill in opposition to its passage and also stated that in the opinion of the Commission there was enough Government bodies functioning to handle all the problems affecting us.

Perhaps the shipowners thought that with a victory under our belts in regard to the "fink book" that we have given up our Washington campaign, but imagine their surprise when they found us not only still there, but organized to conduct a new battle at short notice. Right here I wish to congratulate and thank the crews of all our merchant ships for the splendid support they have given us, by backing us up in our fight against these different pieces of vicious anti-labor legislation that have been sponsored by these forces of reaction working against us. This was particularly noticeable in our fight against the Bland Bill and you have to think carefully to realize the significance of this. Just imagine going to a Congressman and receiving a cablegram from the ship's crews in another part of the world denouncing a bill detrimental to the interests of that crew. Well, dozens of such cablegrams and telegrams have been received in Washington and it was made quite a number of our legislators stop and ponder, and another result of this has been the opening of many Congressmen's doors and a reception to myself that would have been entirely different as I had no economic pressure to back me up.

In regard to the fate of the Blue Bill - I tell you right now that this is a dead issue as after the hearings that were held, this Bill went no further and has never even been considered in executive session by the Merchant Marine Committee. Public sentiment combined with the pressure brought by the Maritime Workers was too great for any further action to be considered on this bill. The two aforementioned subjects constituted the two major problems we have been confronted with so far at this session of Congress. There have been several other minor Bills which have affected us and which we have had to take action on. I shall very briefly sum up the action taken by us in regard to this:-

On April 10th I appeared before a sub-committee of the Senate Committee on Commerce to oppose the appointment of Admiral Wiley to the Maritime Commission. It was reasonable to assume that out of the five members who were to compose the personnel of the Commission that one of them would be a Naval Man, the reason being that as the Merchant Marine would be a second-line of a Navy Defense in case of our being attacked by an enemy in war time, that the appointment of a Naval man on the Commission would establish the necessary contact between the Merchant Marine and the Navy. Also it must be admitted that a Naval man with experience and knowledge in ship-construction would be of valuable assistance in helping build up our Merchant Marine. However, the necessity of having two retired Rear Admirals on the Commission seemed uncalled for, and as the Navy type trained man could not be expected to have the practical business that would be necessary to cope and handle successfully the business problems of the Merchant Marine, it was hoped that one of these positions on the Maritime Commission would be given to a man who had long experience in the Merchant Marine Industry and who would understand more thoroughly the problems of the workers in that Industry. It was also our thought that the appointment of two Naval men on the Commission would hamper rather than help the work of the Commission as a whole, as it would put the burden of the problems which the Naval men would not be expected to understand upon the other three appointees of the Commission. Our testimony at this hearing was backed up by representatives of the MMWP, MEBA and A. F. of L, but to no avail, as the sub-committee was not very favorably inclined to Labor, to say the least, and it was the wish of the Administration to have the permanent Commission start functioning as soon as possible. Both Admirals managed to have their appointments ratified. Let us hope that their stand in the future will be more fair and impartial in the handling of the maritime workers problems than it has in the past, as their past records are far more enviable. It will be noted that Paul Scharenberg, representing the reactionary forces of the ISU appeared at this hearing in favor of the appointment of the two Admirals.

On April 30th and May 1st, along with the progressive leaders of the Rank & File I appeared at the Merchant Marine Committee in opposition to the Bills, S. 2084, H. R. 5578. These were known as the "School Ship Bills." Our

testimony at this hearing showed the Merchant Marine Committee clearly that while we were not opposed to the school-ship idea as a means of training young men for the Merchant Marine service we were opposed to the plan which would enlarge the school-ship scope of operations so that it could be made a potential recruiting base for scabs during maritime strikes. We also went on record as being in favor of Federal control of all school-ships with one national policy instead of the present set-up which gives each state complete jurisdiction over the school-ship out of that state; as Federal control would fit the graduates of any school-ship with an education and understanding applicable to all merchant marine ships and Federal funds are being used anyway by all the States operating school-ships. After hearing all testimony relevant to this issue the Merchant Marine Committee approved the Bill S. 2084, but with the understanding that it would in no way be detrimental to the interests of our Maritime Unions.

On June 3rd and in company with other representatives of the MMU we appeared before the Merchant Marine Committee on a hearing of the Bill H. R. 7017. This was in regard to a minor change in the wording of the law affecting the suspension or revocation of certificates of service or efficiency. We submitted a substitute Bill to replace H. R. 7017 but it was decided that as the Bill we submitted would change two complete paragraphs of the present law that more extensive hearings would have to be held later to settle all questions relating to the certificates of service or efficiency. The passage of the Bill H. R. 7017 into Law simply added the words "suspended or" to the present Law and was favorable to us anyway.

On May 5th the first hearings were held on the Bill S. 1916 before the Senate Commerce Committee and further hearings were held on this and a proposed substitute Bill on May 19th, and at which Brother Mullen and myself appeared. As all the time at both these hearings was spent in hearing the shipowners and technical experts for the Government we did not get a chance to testify and when the hearing ended on May 19th, Senator Copeland announced that he was not sure whether or when further hearings would be held. In view of this and the fact that since then another Bill (S. 2580) had been introduced which is intended to supersede the previous bills we have sent our recommendations on all these bills to all Senators on the Commerce Committee with the request that they be taken up by the Committee in executive session and also denoting our willingness to appear before the Committee in explanation of our reasons for the amendments we suggested. However, any final Bill on this matter, after passing the Senate, will have to be taken up by the House Merchant Marine Committee and if the Bill is not satisfactory to us we can take our further proposals to that Committee. As the Chairman of the Senate Committee is none other than Senator Copeland we cannot expect too much help or cooperation from that quarter. The safety-at-sea Bills are very favorable in general to us, with certain amendments and which have been described in previous issues of the Pilot and Voice should be enacted into Law.

On May 20th I appeared before the Senate Committee on Interstate Commerce on the hearings on "Child Labor" Bills, but as practically every point had been covered by previous witnesses that would be favorable to labor, I simply submitted a short supporting statement approving of a Constitutional amendment to take care of this question and pledging my support to any legislation that would remedy this evil.

On June 26 I appeared as a witness before the House Naval Affairs Committee on the Bill H. R. 7216 which was designed to allow the Secretary of Commerce appoint a Naval man for the position of Director of the Bureau of Marine Inspection and Navigation. This Committee is composed of a very reactionary group of Congressmen headed by Nison of Georgia who is the Chairman. From the start of my testimony it could be seen that every effort would be made by the members of this Committee to misinterpret my remarks and to try and minimize any force or weight which my testimony would carry. I was given only practically over-night notice in which to prepare for this hearing and only one other witness appeared in opposition, that was Captain Milliken of the U. S. Marine Inspectors Association. I was on the stand for an hour and was continually interrupted purposely by the reactionary anti-labor members of this Committee. Despite this I think my testimony showed conclusively that it was not necessary for us to go to the Navy in order to get a man qualified for the position of Director of the Bureau of Marine Inspection and Navigation. Col. Johnson, Ass't. Secretary of Commerce, was on the stand before me, and in favor of the bill. In his testimony he stated that the Secretary of Commerce, Roper, had been unable to find a man either in the Bureau or from the shipping circles that could handle the job. It could be easily seen that Roper's objective was to place this \$9,000.00 a year job on a silver platter and hand it to one of his cronies from the Navy. It could also be seen that Roper was endeavoring to place the seamen at the mercy of some strick disciplinarian who would in all probability be definitely anti-labor and anti-union in his views.

Congressman Kett from Oregon stated that as I had admitted that we were in favor of the views on labor as expressed by the CIO, that he would therefore discount any weight which should be given my testimony. My answer to this that anyone who was not in accord with the views of the CIO on labor questions was UN-AMERICAN. Another Congressman stated that he had interpreted my remarks to mean that we were in favor of a "soviet form of discipline" on the ships. Feeling that no progress could be made with this Committee by trying to be pleasant with them, I simply went ahead and blasted the whole Bill and the attitude of the Committeemen toward labor. When the testimony was given, the Committee took a vote right there on recommending of the Bill for passage by the House. Congressman Hamilton from Virginia was the only one who voted against the Bill and this should be remembered when election time rolls around again. At the time of writing this, no action has been taken on the House by this Bill, but we have inaugurated a campaign to have this measure opposed on the floor of the House when it comes up for passage. We have also appealed to the President to veto this measure if and when it is sent to him for his approval.

On July 7th, I appeared before the Merchant Marine Committee in regard to the Bill H. R. 7158. I would like to state here that I sent notice to all Ports within for suggestions and recommendations on this Bill and the Dock Division of our Union in New York answered. Therefore I had to use my own judgment as to stand I took on the Bill. Congressman O'Leary, who was the sponsor of this measure, had stated that his main intent in introducing this was so that the crews of tugs, towboats, etc., would be eligible for certificates of service or efficiency and so that these crews could operate on this type of vessel in doing jobs outside of the line of demarcation. I pointed out, however, that the passage of this Bill into Law in its present form would make eligible for certificates, many thousand men whose work constituted a separate problem as far as we are concerned and I requested that if it were deemed necessary that these men should be certificated, that a special certificate be issued that would be limited to harbors, inland waters, etc.

I also pointed out that the wording and phrasing of the entire Bill did not make sense and was very confusing in comparison with the present law. Chairmaneland agreed with me on this point. The surprise at this hearing was the fact that for once the representatives of the I.U. and ourselves were on the same side of the fence as Scharrenberg's testimony could only be interpreted as being in opposition to the Bill. McRea, ISU Agent from Norfolk, also spoke against the Bill. Capt. Conway of the New York Tugboat Association stated that his organization would be in favor of a special form of certificate as proposed by us. This hearing brought out the fact that the tug and towboat owners from the Norfolk District wanted their men certificated so that they would not have to apply to sea-going maritime unions for seamen when it was necessary to have such certificated men. They stated that the work of these men was not satisfactory, but the truth of the matter was that they did not like to have men from highly organized UMW work on their vessels as the pay and working conditions were below the standards we are accustomed to. The Bill is before the Committee in executive session now and the results should be known shortly.

I also testified at the hearings held on the Black-Connery Fair Labor Standards Bill (S. 2475 and H. R. 7200), and requested that while we would be generally in favor of its enactment into Law, that our position as maritime workers be more specifically refined and that no jurisdiction affecting the maritime workers be transferred from the Maritime Commission to the proposed Labor Standards Board. It can readily be seen that as the Maritime Industry only, that we could get more satisfaction and cooperation from the Commission than we would be able to obtain from any proposed Labor Standards Board which in all probability would be composed of men from other Industries and whose primary interest would lie in those Industries. I understand that in the report of that Bill, which I have not yet seen, that we are excluded from the provisions in it, in its amended form, and that the bill would apply to low paid workers in productive industries, such as factory workers, etc. It is my personal opinion that we are better off the way we are at the present time as the recent militant stand for better agreements with the shipowners will get us more direct negotiations than could be obtained through the proposed Labor Standards Board.

So far, as this session of Congress, over 10,000 Bills have been introduced between the Senate and the House and many of these effect labor in general and several hundred affect one way or the other, the Maritime Workers. It would be a waste of time to attempt to analyze all the Bills here, which are now pending and which affect us, but in order that the Delegates to this Convention might become more fully informed as to the legislative matters affecting the Maritime Industry, I have enumerated herewith a list as to legislative matters affecting the Maritime Industry, a list of the more pertinent Bills and I would like to call your attention particularly to those which are marked with a star (*) on the margin of this report. These so marked I will speak of at this time:-

BILLS FAVORABLE TO MARITIME WORKERS

H. J. RES. 127. This Bill was introduced with the specific purpose of securing the freedom of Tom Mooney. Recommendation - THAT WE SUPPORT THIS MEASURE.

S. 1677. This Bill would prevent the overloading of vessels in the matter of dock cargo.

RECOMMENDATION - THAT WE SUPPORT THIS MEASURE.

H. J. RES. 297. A companion Bill to H. J. 127. RECOMMENDATION - THAT WE CONCUR IN THIS

RESOLUTION AND SEND NOTIFICATION OF OUR ACTION TO CONGRESSMAN JIMMY O'CONNELL.

S. 1680 This Bill would establish the six-hour day for employees of carriers, and whilst the Bill was introduced for the benefit of railway workers we would be affected by it in that all employees of barges, tugs, ferries, etc. would benefit by it. RECOMMENDATION - WHILST THE CHANCES OF THIS BILL BEING ENACTED INTO LAW AT THIS TIME ARE VERY POOR WE SHOULD GIVE IT OUR SUPPORT.

S. 2034. This Bill would strengthen the present law in regard to personal injury suits of Seamen against the Shipping Companies. RECOMMENDATION - OUR ATTORNEYS RECOMMEND THAT WE SUPPORT THIS BILL.

S. 2035. This Bill would amend the Longshore men's and Harbor Workers' Compensation Act favorably. RECOMMENDATION - OUR ATTORNEYS RECOMMEND THAT WE SUPPORT THIS MEASURE.

S. 2407. This Bill is sponsored by the AATA and would provide that ship's radio operators be 21 years of age or upward. RECOMMENDATION - THAT WE SUPPORT THIS BILL.

H. R. 249. This Bill would provide for the construction of a Marine Hospital at San Pedro. The Department of the Treasury, whilst being in favor of this Bill, could not see their way clear to get the appropriation for it, which was \$2,500,000.00. Congressman Cordon who introduced this Bill will re-introduce a similar one at the next session of Congress. RECOMMENDATION - THAT WE SUPPORT CONGRESSMAN CORDON IN HIS FIGHT FOR THE HOSPITAL AT SAN PEDRO.

H. R. 4406. A companion Bill to S. 1680 described above. RECOMMENDATION - THAT WE SUPPORT.

H. R. 5376. Companion Bill to S. 2407. RECOMMENDATION - THAT WE SUPPORT.

H. R. 6207. This Bill would extend the time which seamen could stay ashore and still receive the benefits of the Marine Hospitals. For example: if you had made a trip last year on merchant vessels and had forty more sailing days to your credit, you could enter the Marine Hospital this year and receive treatment using your discharges from last year. RECOMMENDATION - THAT WE GIVE THIS BILL OUR SUPPORT.

H. R. 6745. This bill was introduced by Congressman Stack at the request of the NEBA in Philadelphia. It would provide by legislation for the eight hour day for all seamen, both licensed and unlicensed. The general intent of this Bill is good but we would have to add some constructive amendments. Notification will be sent to all Ports if and when any hearing is called on this Bill. RECOMMENDATION - THAT WE SUPPORT THIS BILL WITH THE ADDITION OF MORE SPECIFIC CLAUSES.

H. R. 6656. This Bill would make the 11th day of November (Armistice Day) a legal holiday. RECOMMENDATION - AS WE GET PAID OVERTIME FOR HOLIDAYS, WE SHOULD SUPPORT THIS BILL.

H. R. 6315. Companion Bill to S 2034. RECOMMENDATION - OUR ATTORNEYS RECOMMEND THAT WE SUPPORT THIS BILL.

H. R. 7336. This Bill would amend the present law in our favor in regard to any action brought against employers to recover damages for injuries received. RECOMMENDATION - OUR ATTORNEYS RECOMMEND THAT WE SUPPORT THIS BILL.

H. R. 7530. This Bill would make the 15th day of June a legal holiday and Congressman Knutson who introduced this Bill would have this day known as "KEEP OUT OF WAR DAY". The intent of this Bill is very good, but the possibility of its passage is very slight. RECOMMENDATION - THAT WE SUPPORT ANY LEGITIMATE BILL OF THIS TYPE WHICH WOULD CREATE MORE LEGAL HOLIDAYS.

H. R. 7537. This Bill was introduced by Congressman Lammor (progressive) of California so that the Longshoremen on the Pacific Coast could obtain back pay due them from July 31, 1934 to November 24, 1934. Under the terms of the award made by the National Longshoremen's Board. RECOMMENDATION - THAT WE SUPPORT OUR WEST COAST BROTHERS IN THIS MEASURE.

BILLS UNFAVORABLE TO MARITIME WORKERS

H. RES. 244 This Bill, introduced by the reactionary congressman from Michigan, Mr. Hoffman, asks that Congress declare that the AF of L should be the representative body of American labor at the International Labor Conference. This wording of the Bill shows that it was clearly intended to have the CIO ignored and not considered when the time arrives to send the representatives of American labor to the International Labor Conference. RECOMMENDATION - THAT WE OPPOSE THIS BILL AND DEMAND RECOGNITION OF THE CIO AS THE TRULY REPRESENTATIVE BODY OF AMERICAN LABOR.

H. R. E. 243 Another "phony" Bill of Congress by Hoffman. This would demand investigation of the past activities of the three members of the Steel Mediation Board appointed by Secretary of Labor Perkins. Secretary of Labor Perkins in her report on this Bill answered Hoffman's attack so satisfactorily that the House Committee on Labor sent in an adverse report of this Bill which will kill for good. RECOMMENDATION - NONE NEEDED.

H. RES. 253 ANOTHER ATTACK BY HOFFMAN, THE CROUSE OF THE STEEL TRUST AND THE AUTOMOBILE INTERESTS. Here he would try and force the President to call out the Army to break strikes. RECOMMENDATION - THAT WE OPPOSE ALL SUCH ATTEMPTS BY REACTIONARIES AND THAT WE GO ON RECORD CONDEMNING CONGRESSMAN HOFFMAN FOR HIS ANTI-LABOR, ANTI-UNION POLICIES.

S. 1569. This Bill asks that an officer of the Coast Guard be assigned to all Merchant Ships and that he should supervise lifeboat, fire and other drills. Also that at the end of each journey that he should report as to the proficiency of the crew and any violations of laws and regulations. This is not only an insult to our Merchant Marine Officers, questioning their capabilities, but it is also an opening wedge to gradually appoint men from the Coast Guard and the Navy to similar positions so that they can install Naval discipline among the crews and hamper the growth of all militant union action. RECOMMENDATION - THAT WE OPPOSE THIS BILL.

S. 2108. This Bill would allow the Filipinos to become part-time citizens. Their only status as citizens under the provisions of the Bill would be to allow them to sail as seamen on American merchant ships. This is purely an attempt to take a race of already exploited nationals and try to build them up as a potential strike-breaking force. If we are going to accept our brother Filipinos as citizens let us go all the way and give them the full benefits of American citizenship. RECOMMENDATION - THAT WE OPPOSE THE BILL IN ITS PRESENT FORM.

S. 2590 Senator Bridges who was opposed to the "Child Labor" clauses in the Black-Connery Bill comes out there with a vicious "Child Labor" Bill of his own which must have been written either by the Manufacturers Ass'n or the Chamber of Commerce. This Bill would permit the use of child labor by fruit growers, big dairy, poultry and other similar industrialists, and in general this Bill is entirely unsatisfactory. RECOMMENDATION - THAT WE OPPOSE THIS REACTIONARY OPPRESSIVE MEASURE.

S. 2712. This is an attempt by a reactionary group, headed by Senator Vandenberg, to amend the National Labor Relations Act in favor of the Industrialists and big business. If enacted into Law it would practically stop all the present organizational drives being conducted by ourselves and the CIO and it would be impossible to take any militant strike action. This Bill would also prevent the labor unions from taking any actions in politics and is so worded that in a subtle way it would prevent any labor group from contributing to any political campaign such as the contribution of the United Mine Workers to President Roosevelt's campaign in the last election. One clause of this Bill is aimed directly at Harry Bridges as it states that no person, other than citizens of the United States, could act as officers, agents or representatives of labor organizations. Whilst it does not specifically name Bridges I have pretty good information to the effect that this is the specific intent of this clause. This Bill would also favor the A.F. of L. to the detriment of the CIO as it would allow any craft unit within an industrial set-up to vote on the collective bargaining agency desired. This part of the Bill looks like the work of Green and the other A. F. of L.

stooges of Big Business. A more specific analysis of the Bill will be printed in the Pilot and Voice as soon as available. RECOMMENDATION - THAT WE OPPOSE THIS BILL 100%.

H. R. 265 Congressman Smith of Washington (Reactionary) would like to have courts set up to handle all labor problems but he comes out later with a much stronger bill. RECOMMENDATION - WE SHOULD OPPOSE THIS AND ALL SIMILAR BILLS.

H. R. 2737 And here we have one of Congressman Smith's masterpieces. This is somewhat on the order of the Guffy-Bland Bill only more vicious in its implication. It would provide for an endless chain of mediation and arbitration during which time the Unions would gradually be torn to pieces and shorn of all their powers. RECOMMENDATION - THAT WE OPPOSE THIS BILL AND THAT CONGRESSMAN SMITH OF WASHINGTON BE CONDEMNED FOR THIS FASCIST, UN-AMERICAN ATTITUDE TOWARD THE PROGRESSIVE TRADE UNION MOVEMENT.

H. R. 5857 Another attempt to establish so-called Labor Courts and thus tie up us in a lot of legal "Red Tape" so that meanwhile the employers could go ahead and break strikes. RECOMMENDATION - THAT WE STAY CLEAR OF ALL SUCH ENTANGLEMENTS AND THAT WE OPPOSE THIS BILL.

H. R. 6143 Similar Bill to S. 2108 described previously. Introduced by Congressman Dies. RECOMMENDATION - THAT WE OPPOSE THIS ATTEMPT OF THE "PHONEY" A F O F L OFFICIALS.

H. R. 6143 Another "brainstorm" of Hoffman's. This one would provide for the registration of all labor organizations and specifically condemns all forms of sit-down strikes. Vicious all the way through. RECOMMENDATION - THAT WE OPPOSE THIS BILL 100% and that we not only CONDEMN THIS BILL BUT THAT WE FURTHER CONDEMN HOFFMAN FOR HIS UN-AMERICAN ACTIVITIES AND GIVE HIM PLenty OF PUBLICITY AS A STOOGES OF BIG BUSINESS.

H. R. 6179 The final "brain child" of Congressman Smith to create Boards of Arbitration and of mediation so that the workers will become disorganized again and Mr. Smith and his friends in industry can reap their rewards at our expense. RECOMMENDATION - THAT WE OPPOSE THIS BILL 100% AND THAT WE PLACE CONGRESSMAN SMITH IN THE SAME CATEGORY AS HOFFMAN FROM MICHIGAN.

H. R. 6456 And here Hoffman sponsors a Bill aimed directly at the Seamen. It is similar to H. R. 6143 previously described but is more specific. He has made so much noise in Congress this Session that he must have finally had himself placed on the pay roll of the Shipowners. RECOMMENDATION - I COULD SAY A LOT ON PAPER THAT I AM THINKING REGARDING HOFFMAN.

H. R. 7180 Another bill to make the seamen's union register and no license would be granted to permit us to function until we had agreed to refrain from taking any action whatsoever that could be described as militant. Strikes would be out of the question under this proposed Law and we would only be able to take orders from the shipowners. This Bill was introduced by Congressman Hartley from

Jersey and looks like the work of the Hague political machine in Jersey City.
RECOMMENDATION - THAT WE OPPOSE THIS BILL 100%.

H. R. 7272 Another Bill by Congressman Hartley similar to the one previously described but more specific. RECOMMENDATION - THAT WE OPPOSE ANY SUCH SIMILAR BILLS BY THIS STORGE OF THE HAGUE POLITICAL MACHINE.

H. R. Introduced by Hoffman. This bill would prohibit the workers in one state from going to the aid of their fellow workers in another state in case of a strike. Pretty soon Hoffman will introduce a Bill that will prohibit workers from breathing. Then he will be satisfied. RECOMMENDATION - THAT WE OPPOSE THIS BILL.

BILLS SUBJECT TO RECOMMENDATIONS BY THE MEMBERSHIP

S 992 This bill was introduced by Senator Copeland and would give ships' electricians the status of licensed officers.

S 1275 A 30 page bill by Senator Copeland and dealing with safety lights, etc. This Bill was introduced to help safety-at-sea regulations and to help prevent collisions at sea. Highly technical and not affecting labor vitally.

H. R. 4793 Introduced by Congressman Golden from California and the intent of the Bill is good. It would provide for the establishment of a home for retired merchant seamen in the vicinity of San Pedro, California.

H. R. 5932 Introduced by Congressman Citron. This Bill would provide for the establishment of a Commission to study and make a report on the establishment of a merchant marine school at New London, Connecticut.

H. R. 7309 Chairman Bland of the Merchant Marine Committee introduced this Bill which would establish a Fishery Credit Corporation and the Bill is aimed to help and promote the fishing industry.

H. R. 7403 Congressman Golden introduced a Bill the purpose of which is to obtain funds for the Maritime Commission to aid in the construction of fishing vessels.

H. R. 7644 Introduced by Congressman Martin for the purpose of providing certain veterans' organizations with rifles to be used at funerals and other ceremonies. This Bill will bear watching as "Certain Veterans Organizations" have been used as a source from which vigilante squads have operated in times of industrial strife.

H. R. 6700 This Bill would provide that all crews of American Merchant ships be

100% native born or completely naturalized citizens. Congressman Golden from San Pedro, Cal., who sponsored this Bill, has but one thought in mind - that was to eliminate the low-paid alien Hong Kong Chinese men in the Stewards' Department from the Dollar Line Ships, as this is already being done to a great extent. I am going to request Congressman Golden to defer any further action on this Bill and to support a proposed measure of ours which I shall describe here a little further on. This Bill in its present form would discriminate against many of our brother Union members who have only their first papers and as Congressman Golden, as a member of the Merchant Marine Committee has always proved himself favorable to the views as expressed by Labor, I am sure that he will go along with our substituted proposal.

H. R. 4195 This Bill would give ship's radio operators the same status as licensed officers and I understand has the approval of the AFTA. The foregoing constitutes a brief analysis of all Bills affecting us vitally which have been introduced up until a couple of weeks ago.

PROPOSED BILLS TO BE INTRODUCED BY THE NATIONAL
MARITIME UNION

As I hope you realize, our work in Washington up to the present time has been purely of a defensive nature. Owing to the fact that we have had to fight two major bills, the Copeland "fink book" and the Island Bill, and have had to oppose many other unfavorable Bills, and that besides this we have had many other tasks assigned to us such as settling "beefs" with the Bureau of Marine Inspection and Navigation, the Public Health Service Department of Labor, Department of Commerce, and even the War Department, we have had very little time left in which to open up a counter attack, by pushing Bills that would be favorable to us. Also a great deal of our time has been taken up in contacting the Maritime Commission with a view to getting better wage scales and working conditions on subsidized ships. More time has also been taken in taking complaints to the NLRB for the settling of disputes regarding bargaining rights. Many other detailed matters arise from time to time which have kept us purely on the defensive to date and as at the time of writing this there is a move in Congress to limit further action on all pending legislation at this session, with the exception of the Supreme Court Bill, there is very little possibility of our being able to have any favorable Bills enacted into Law before the next session of Congress. It must be understood that when we came to Washington in January we had nothing prepared in the way of proposed legislation and the Bills of any length or importance take a great deal of research to prepare, so this type of work is usually done between sessions. This will have to be our program in the future if we are to have enacted into

Law any Bills favorable to us. I think Brother Mulien who worked with me in Washington up until a few weeks ago will bear out my statement when I say we have been pressed for time at this session of Congress.

I would like to bring to the attention of all the Delegates present the importance of having all proposed Bills brought to the attention of the membership in all Ports so that a truly democratic opinion can be obtained before such Bills are finally introduced. I have found in several instances at this session of Congress that when I sent notices of hearings on some Bills to all Ports that no suggestions or recommendations were forthcoming from these Ports as to the stand to be taken by us here. This situation has forced me at various times to use my own judgment on questions that would in the regular order of democratic union business be answered by the membership themselves. Of course there are times when I have been called before Congressional Committees at short notice and when such has been the case, I have adopted the line which in my opinion would best serve the interests of the membership as a whole. The value of having a representative present to take care of such emergencies has been proven at this session, as sometimes a bloc of Senators or Congressmen will try to "railroad" some pot measure of theirs through in a hurry.

NOTE IN REGARD TO PROPOSED LEGISLATION BY US

The Bill H. R. 6499

This measure was introduced by Congressman Valgren of Washington on April 19th, which is three months ago. The Department of Commerce and the Maritime Commission have been requested since then to make a report as to their opinion of the Bill. Whilst I have never seen any report from the Department of Commerce I can imagine what it would be. They certainly would not send in a very favorable report on any bill that would give us any advantages, as Mr. Koper has never done anything for us unless he was forced to. However, it will be noted that since the introduction of our Bill, two other bills, affecting parts of H. R. 6499 have been introduced and action has been taken on them. I refer specifically to the "school ship" bill and the bill regarding the certification of tugboatmen, etc. These Bills received favorable recommendation by the Department of Commerce. However, we do not necessarily need a favorable recommendation from Mr. Koper or any of his stooges to get action on any of our proposed legislation - the only thing they can do is to slightly delay sending in their reports on the Bills. Now since the introduction of H. R. 6499, there has been little criticism of the clauses in the Bill regarding the request for 100% American crews on

all Merchant Marine Ships. I would like to state here that it was not the intent to have these clauses enacted into the final draft of the Bill after hearings had been held. Along with Mr. Golden's Bill (H. R. 6700) this move was made in the nature of a threat to see if the Dollar Line could not be forced to get rid of their \$10.00 and \$15.00 a month cheap contract Chinese Stewards from Hong Kong, who not being eligible for citizenship under the present law, were denied the right to enter the country at all times and were virtually held prisoners on the Dollar Line Ships in Hoboken during the late strikes. As recently, with the pressure from other sources, the Dollar Line has started to send these poor exploited nationals back to their own country, and as if the Dollar Line expects to receive any direct subsidy from the Maritime Commission they will be forced to get rid of all these men, we think we have practically accomplished our purpose in this matter. Therefore, in order not to discriminate against some of our Prothers who have only their first papers, and as the final action of the "school ship" Bill and the Bill to certificate the tugboat and other similar maritime workers, will necessitate the rewording of H. R. 6499, I would recommend that a substitute Bill be drafted to take its place. I would further recommend that we omit from the substitute Bill those clauses dealing with the percentage of citizens, which would in any way change the present law. As the law now reads 75% of ships' crews have to be citizens anyway, and on many ships the crews are already above the percentage in citizenship requirements. Otherwise as regards the general features of H. R. 6499 I would recommend that they be worded practically as before. As soon as the new draft of this Bill is ready it will be submitted to the membership in all Ports for their consideration. It must be born in mind that our main purpose in introducing this Bill is to amend the law as regards to revocation of certificates of service or efficiency. Our biggest fight will be to eliminate the words "misbehavior, negligence and unskillfulness" from the present law. If no action can be obtained on this new measure at this session of Congress it should be pushed immediately when the next session opens.

SOCIAL SECURITY ACT FOR SEAMEN

As seamen receive no benefits from the present Social Security Act which is in force it is recommended that we introduce a Bill of this kind for our benefit. I have had this thought in mind for some time now and our West Coast brothers have already submitted Congressman Voorhis and myself the first draft of a similar Bill for suggestions and recommendation.

Brother Frank Evans of District Council #2 of the Maritime Federation of the Pacific has sent me a number of extra copies of his proposed measure which I shall be glad to give to any of the Delegates present as long as they last. While the general provisions of the West Coast draft are good, I do not think their Bill is practicable in its present form, as it is drafted along the lines of unemployment insurance and relief. However, this should provide us with a basis from which to work up a Bill which would be practicable and which would have a very good chance of being favorably considered by Congress. A Bill of this type would necessarily have to be lengthy and all-inclusive of the subject on which it dealt and therefore would require a great deal of study and research work before it would be ready. Congressman Voorhis recently requested me to confer with him as soon as possible in order to start some action on this but to date I have not had the time. However, I shall start this work as soon as other more urgent matters have been attended to.

PROPOSED AMENDMENT TO TARIFF ACT FAVORABLE TO SEAMEN

There is a clause in the present Tariff Act that allows residents of the United States returning from abroad to bring into the Country, free of duty, articles or merchandise purchased in foreign countries up to a value of \$100.00. It has been generally thought that our seamen were not entitled to receive the benefit of this law. However, this is not the case as there is absolutely no law on the statute books which would bar us from having the same rights and privileges as others returning to this country. In regard to this matter though, the Treasury Department has taken the responsibility of any rules and regulations promulgated whereby we are not entitled to these same privileges that are accorded other citizens of this country.

Now in regard to remedying this situation there are two courses which we can pursue. We can either take a test case to court through our attorneys and which I think we would have a good chance of winning, or else we can introduce a bill which would specifically include all seamen on American Merchant Ships as being defined as entitled to all rights and privileges under the present Tariff Act. I am of the opinion that we should take this to court first as introducing a Bill would be admitting that we are not sure as to whether we are entitled to the rights of other classes of American citizens.

AMENDMENT TO BYRNES LAW

This law was intended to prevent the transportation of interstate commerce of strike breakers but you can all remember how ineffective it was during the late maritime strike. Careful consideration should be given this so that constructive amendments can be introduced that will really be effective and upon which convictions can be gotten when the Law is violated.

AMENDMENT TO LAW COVERING "FOURTEEN CARDS"

As this law has been on the statute books for years it is a disgrace. It should be completely revised and amended. Recommendations are in order as to amendments, keeping in mind as to whether we wish to set an minimum daily standard as to the cost of food, its preparation and serving etc. Also it would be in order to submit sample menus of what would be considered a minimum bill of fare by the Seamen.

AMENDMENT TO SECTION 4529 OF THE REVISED STATUTES REGARDING "PAYMENT OF WAGES"

This section of the Law needs amending so that it will be more favorable to us and also in order that we can get paid off without any trouble during labor disputes.

AMENDMENT IN REGARD TO APPRENTICES

As the present law provides that any boy of the age of 12 years or over (with the consent of his parents or guardian) can go to sea, and as this is not in accord with the "proposed child labor measure" now before Congress, it is recommended that we raise the age limit to 16 years or over so as to conform with other progressive "child labor" measures.

OTHER AMENDMENTS

Many of the laws relating to seamen which are still on the statute books are obsolete and unworkable under present economic conditions but as nothing has been done to remedy these laws for many years it will take quite a while to get around to all of them. All delegates are requested to bring before their membership in all ports the importance of offering recommendations which can be legislated to our advantage.

PROGRESS OF LEGISLATION AFFECTING LABOR IN GENERAL.

UNEMPLOYMENT:

Many Bills have been introduced at this session dealing with the situation but no practical solution has been arrived at. The Bill S. J. Res. 176 which would provide for WPA workers to be kept on the WPA payroll until such times as they will be absorbed back into private industry merits our support. It is noticeable that where WPA workers have become organized they have been discriminated against and discharged without proper hearing or trials before impartial Boards. It will also be noted that at this time when the CIO is conducting their great organizational drive and when many major strikes are in progress that a strong effort is being made by the forces of the industrialists and big business to have hundreds of WPA workers thrown off the payroll. Thus creating a potential, starve army of men who would be forced to scab on their fellow workers in order to live. Every effort must be made to keep all present WPA workers on the payroll so that they will not be forced to become a menace to the trade union movement.

CIVIL LABOR

Intensive hearings have been held on various Bills to remedy this situation and the "child labor" clause in the Black-Connery Bill as reported out of the Committee would prevent the employment of children under the age of 16.

LEGISLATION AFFECTING STRIKES BY UNIONS

All manners of attempts are being made by the stooges of big business, and particularly the steel and automobile interests, to hamper and impair by legislation, the rights of the workers to strike and picket. Many attempts have been made to have the present Congress commit itself definitely one way or the other on this situation but labor has held its own so far.

NEUTRALITY ACT OF 1937

This was rushed through at the opening of Congress in a very unsatisfactory fashion from a trade union stand point. The enforcement of this Act will keep us "neutral" from the International bankers point of view.

SUPREME COURT ISSUE

Volumes can be written on this fight between the liberal and reactionary blocs in Congress. At the time of writing this it seems that the President's original plan has been solved in favor of a substitute Bill which is now up for consideration on the floor of the Senate. From present appearances it would seem that if nothing else is settled at this session, the Supreme Court issue will be fought out to a finish, if Congress has to stay here all Summer. The final result may be in the nature of a compromise by all parties. This completes in brief my summary of Legislation.

RECOMMENDATIONS FOR FUTURE LEGISLATIVE PROGRAM

In order to carry out our future plans in Washington the following proposals are made:

1. That a joint legislative Committee be formed comprised of representatives of all maritime Unions affiliated with us.
2. That sufficient office space be procured in Washington to house the work of such a Committee.
3. That the expense of operating such an office be shared jointly by all the organization included in this set up.
4. That a Secretary be assigned to such an office. That the present NMU secretary in Washington is highly recommended as being thoroughly capable as now she has the experience in our field to handle this position.

5. That as the ARTA is now ready for such a set-up, that until such time as other organizations are ready to participate, they cooperate with the ARTA and establish this office by August 1.

6. That \$500.00 be put in a Washington Bank before August 1, by these organizations participating in this set-up so that money can be drawn from this account to buy the furniture necessary to establish an office. That all necessary operating expenses be drawn from this account from time to time as needed.

7. That this bank account be replenished by the various organizations participating so that at no time there is a balance less than \$200.00 on hand.

8. That the Secretary of the Washington Committee keep an accurate record of all monies spent and received and forward a weekly financial report to the Maritime Council in New York.

9. That all sums spent in excess of \$10.00 by the Secretary shall have the approval of the representatives of the Unions representative who is elected to be placed in the Washington Office.

10. That the salary of the Secretary to the Washington Committee be not less than \$25.00 per week.

11. That the Secretary shall be a member of a duly recognized Union preferably the BS&AU (CIO) or UOPWA.

12. That until such a time as all maritime unions are a part of this set-up that the salary of any representative of any Union participating and who is stationed in Washington, be paid by the Union whom he represents.

13. That the proper fitting name be chosen for the Washington Committee. Suggestions: Maritime Legislative Committee - National Maritime Committee - etc.

14. That whatever final action is taken on any recommendations by the Delegates to this convention, be referred to the Maritime Council for consideration.

15. That whatever final action is taken on these or any other recommendations be referred to the National Unity Convention for consideration.

16. That whatever final action is taken on these or any other recommendations by the Delegates at this Convention be referred to the Industrial Maritime Committee - CIO which was elected at the conference with the CIO in Washington on July 7th.

The foregoing proposals are submitted on the basis of what has already happened at this session of Congress and the set-up we will need to meet the requirements at the next session and to start a campaign of our own proposed legislation. Naturally there will be also a counter campaign conducted by the shipping interests to offset what gains we have already made. As the present administration is the most favorable to labor that has ever been in the Nation's Capitol we should take every advantage of this and proceed with our plans.

The need for legislative and political action cannot be too strongly emphasized at this time. Every trade Union of any size takes an active interest in all proposed legislation. Up to this session of Congress the seamen were the most neglected in America from this viewpoint. This can be readily understood when we look at some of the obsolete laws affecting us which are still on the statute books.

I have had it pointed out to me that just a little over a year ago I was opposed to the seamen taking strong political action. Well, I certainly was. It must be remembered though that at that time the seamen had taken very little economic action (with the exception of the Spring Strike) and economic action is necessary to any class of workers in order to fit them conscious of the necessity of political action. At least that has always been my theory. Well, we have the necessary background now and are well experienced to enter the political field, so let us make the most of our opportunities.

To show the need of such political action by us I will quote briefly here an extract from the radio address given by Congressman Henry G. Tiogan Farmer-Labor Representative from Minnesota. Congressman Tiogan in his speech stated: "POLITICAL ACTION NECESSARY" "It is apparent, I believe, that these industrial conflicts can only be ended when the workers themselves are guaranteed continuous employment and the right to a decent living at their own hands. This will require collective action on their part. It will not only require organization upon the economic field but will require united action politically as well.

During the past few months the value of political action has been demonstrated. In every case where the workers acted intelligently at the polls last November, they have received some fair consideration at the hands of the officers of the law when they went out on strike. Where, on the other hand, they followed the advice of the capitalists press to stay out of politics, they were bludgeoned and beaten up by the hirelings of big business and the political state when out on strike. Perhaps no better illustration of this treatment can be found than that which took place in Chicago plant of the Republic Steel Corporation on Memorial Day. I think it illustrates quite perfectly the sort of treatment that the workers are bound to receive wherever political power is lodged in the hands of labor's enemies.

This appeal from a real progressive member of the present Congress should be strong enough indication of the action that will be necessary for us to take in the future. Other Congressmen have requested that I make this appeal to all the Delegates here at our Convention.

There is a little band of progressive Senators and Congressmen in the present administration who have the interest of labor at heart, but most of the time they have been fighting with their backs to the wall, and they are so outnumbered that they can make very little headway. So it is up to us who are gathered here at this convention to make it our business upon our return to the various ports from which we came, to spread the word that a greater interest in political action is needed so that when next election time comes along we shall be able to send many more friends of labor here as members of our legislative bodies. And let us hope that the year 1940 will see labor represented in Congress by a fighting majority, so that the work of these Senators and Congressmen who are acting now as pioneers for the labor movement shall not have been in vain.

Also before closing my report I would like to thank our Brothers who cooperated with me at the various hearings that have been held in Washington. Brother Rathborne, President of the ARTA was always ready to cooperate at any time and has pushed a vigorous campaign of his own; in spite of the fact that he has many other duties to perform. And I want to inform the Delegates of this Convention that we owe an everlasting vote of thanks to Brother James Mullen of the Great Lakes Division of our Union for the work which he accomplished in Washington.

And now, Brother Delegates, although owing to the pressure of work and the limited time which still leaves this report incomplete, I hope I have conveyed to you a general idea of the work which has been accomplished in Washington and the plan we will have to follow in the future, so that the Maritime Workers, along with the workers in other industries by working jointly together can achieve the goal through political action which will culminate in the formation in time of a real workers' government.

Respectfully submitted

(signed)

Ralph Emerson

Ralph Emerson, Legislative
Representative

NATIONAL MARITIME UNION OF AMERICA.

REPORT OF CREDENTIALS COMMITTEE

AS AMENDED AND MODIFIED BY CONSTITUTIONAL CONVENTION

JULY 20, 1937.

The Credentials Committee brings in the following report and recommendations to be approved by the Constitutional Convention. In making the various proposals and recommendations, the Committee has been guided by the Rules sent out to the Ports and Ships in the Election of Delegates.

That the Chairman's signature suffice as the O.K. for each credential.

Recommendation that unless full credentials or minutes come in, no Delegate be seated. Telegrams or word of mouth shall be considered as insufficient information in the seating of Delegates.

Recommendation that no man be seated unless he is duly elected by the Ship or Port which he represents.

Recommendation that no man coming as Delegate to the Convention shall have the combined power of more than three votes.

Recommendation that alternate Delegates be seated separately from the regular Delegates - that they be given a special section in the gallery. That the Fraternal Delegates shall sit in the main hall, but shall be seated in the back, so that there shall be no confusion in the voting.

Voting shall be carried on by calling the roll of the Ports and Ships, in the order of number of Votes each shall be entitled to have.

Following the acceptance of this report, a committee shall be stationed at the door to stop each Delegate, examine his book and credential, mark each credential with the number of votes the delegate shall receive and seal the credential. Brother Korbow to examine the books and Brother Cunningham to seal the credentials.

The sub-committee of four - Frank Dunlavoy (Chairman) Frank Jones, Thomas McGown and G. Vanderros shall function after this report is accepted to take care of any delegates that may come in during the rest of the Convention.

The following changes were made regarding the credentials:

1. Smith Hopkins shall be seated as a Fraternal Delegate, with voice, but no Vote.
2. S. J. Sawicki (Savannah) shall be seated as a Port Delegate with three Votes.

3. The Delegate from the Fishermen's Division (Boston) shall be seated as a delegate with three votes.
4. The three delegates from the Harbor Boatmen's Division (Boston) shall be seated as Port Delegates with one Vote each.
5. The three delegates from the Great Lakes - A. Duffy, James Mullen and H. Hedley Stone - shall be seated as Port Delegates with three Votes each.
6. That Charles Keith, of the Publicity Bureau, NMU and Al Rothbart and L. Chamberlain of the Pilot, shall be seated as Fraternal Delegates. Following the reports of these three Brothers, they shall have no further Voice at the Convention.
7. The Robert E. Lee sent two delegates, one representing the Engine & Deck Division and one representing the Steward's Division. Since the unlicensed personnel is less than one hundred (95) only one delegate be seated and the other be seated as an alternate Delegate.
8. Brother Fred Renaud was elected as a delegate from the engine division in New York and was also elected as the Engine Division Delegate from the Washington. Since he is a shore-side Delegate, he shall not be seated as ship's Delegate, and the Convention shall not accept him as a delegate from the WASHINGTON.
9. That Walter Carney shall not be seated as Ship's Delegate from the WESTERN WORLD, as he is not a member of the crew there and was not elected by them.
10. That Robert Lawrence, alternate Delegate from the Deck Division, New York, shall be seated as full delegate in place of Chas. DeGross.
11. That the ACADIA shall be given two Votes - one for the Engine Division and one for the Deck Division.
12. That Felix Siren from the CLIFFWOOD and Thomas Murphy from the ALGONQUIN shall not be seated as Ship's delegates because no minutes or credentials were received for them. That they shall be seated as Fraternal Delegates.
13. That Edward Chequette shall not be seated as a ship's Delegate from the SAMUEL Q. BROWN as he is not a member of the crew of that Ship.
14. That D. Boano shall not be seated as a ship's delegate from the BASSTON as he is not a member of the crew of that Ship.

Below are the ship's Delegates and the number of VOTES each shall have, in accordance with the Rules of the Convention.

<u>NAME</u>	<u>SHIP</u>	<u>DIVISION</u>	<u>NO. VOTES</u>
Sidney Abend	Ancon	Stewards	1
John Allen	Astral	Jt. Delegate	1
H. G. Allen	J.M. Cudah & Wm. Thompson	Jt. Delegate	2
Jesse Brooks	Shawnee	Deck	1
George Bishop	Oriente	Engine	1
Harold Bankus	Dorothy Luckenbach	Jt. Delegate	1
Marvin Browning	Texas Banker	Jt. Delegate	1

NAME	SHIP	DIVISION	NO. VOTES
John Barvey	Virginia	Stewards	1
Frank Bodden	Suriname	Jt. Delegate	1
L. T. Burns	Thomas Beal	Jt. Delegate	1
E. S. Blackwell	Madison	Jt. Delegate	1
Fred Benson	F. J. Luckenbach	Jt. Delegate	1
Frank Gento	Priscilla	Engine	1
C. Craig	Exchequer	Jt. Delegate	1
Peter Campbell	Santa Elena	Deck & Engine	2
Louis Cartwright	Pres. Roosevelt	Jt. Delegate	3
Michael Carabella	Iroquois	Engine	1
Kenneth Carlson	Santa Clara	Jt. Delegate	3
Edward C. Clarke	Samuel L. Fuller	Jt. Delegate	1
A. Carrilles	Sixcala	Jt. Delegate	1
I. Chapman	Isaac T. Mann	Jt. Delegate	1
Peter Curran	Robert A. Lee	Jt. Delegate	1
W. H. Crysell	Eastern Guide	Jt. Delegate	1
Connolly	President Harding	Stewards	1
Corrigan	Yucatan	Jt. Delegate	3
Callendot	Danneduke	Jt. Delegate	1
Herbert Clifford	Virginia	Engine	1
Edward Dozier	Priscilla	Stewards	1
Robert Dickinson	Commonwealth	Engine	1
Joseph Donovan	Santa Elena	Stewards	1
Raymond DeRosa	Excalibur	Jt. Delegate	3
Raymond L. Desmond	California	Deck	1
Antone L. Duarte	Stephen Jones	Jt. Delegate	1
G. W. Dixon	George Washington	Jt. Delegate	1
Davidson	American Importer	Jt. Delegate	1
George Davis	Cragmore	Jt. Delegate	1
Frank Ellison	Durango	Jt. Delegate	1
Miguel Fernandez	Cuba	Jt. Delegate	1
Fry Ferguson	American Mer. Marine	Jt. Delegate	1
Richard Francis	Paton	Jt. Delegate	3
George Firth	Tiger	Jt. Delegate	1
J. P. Fikes	Pan American	Jt. Delegate	1
Robert J. Fair	Virginia	Deck	1
Canon Favor	Exeter	Jt. Delegate	3
Charles Claar	American Shipper	Jt. Delegate	1
L. P. Gately	Norwalk	Engine	1
Joseph Grzebian	Gargoyle	Jt. Delegate	1
Glenn Gasmill	Acadia	Deck	1
J. Graveson	Merindale	Jt. Delegate	1
James Grinchin	Black Gull	Jt. Delegate	1
Ganes	Veragua	Jt. Delegate	3
Frank Hromodko	Ancon	Deck	1
W. Hutcheson	Examiner	Jt. Delegate	1

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<u>NAME</u>	<u>SHIP</u>	<u>DIVISION</u>	<u>NO. VOTES</u>
Edwards Hewitt	Acadia	Engine	1
Stephen Harvey	Santa Rosa	Jt. Delegate	3
Wm. Cunningham	Washington	Deck	1
Thomas Harrison	Indian Arrow	Jt. Delegate	1
George W. Kearn	Santa Paula	Jt. Delegate	3
J. Husseck	R. E. Hopkins	Jt. Delegate	1
Henry Haugen	Potter	Jt. Delegate	1
John Irizarry	Borinquen	Jt. Delegate	3
Norman R. Ibbetson	Iroquois	Stewards	1
George Inda	Buenaventura	Jt. Delegate	1
Egbert Japngio	Oriente	Deck	1
Jens E. Jensen	David McKelvy	Jt. Delegate	1
John Jinks	Priscilla	Engine	1
John Kelly	Pennsylvania	Engine	1
Patrick Kernan	Manhattan	Jt. Delegate	3
C. Arrington Keene	Munargo	Stewards	1
L. C. Kincaid	Bulkoll	Jt. Delegate	1
Reno C. King	Pan - Maine	Jt. Delegate	1
Ray T. Kelley	Virginia Sinclair	Jt. Delegate	1
King	Ardmore	Jt. Delegate	1
Kenneally, Wm.	American Robin	Jt. Delegate	1
George Rapoint	Berwindglen	Jt. Delegate	1
Al Lannon	Sea Thrush	Jt. Delegate	1
Angelo Loto	Spencer Kellogg	Jt. Delegate	1
Loder	Tampa	Jt. Delegate	1
J. Lopes	Swiftlight	Jt. Delegate	1
L. Lovinghouse	Ulua	Jt. Delegate	3
L. Larson	Ancon	Engine	1
Iuschinski	Yankee Arrow	Jt. Delegate	1
R. Lehndorff	Pennsylvania	Deck	1
Arthur Lynn	Texmar	Jt. Delegate	1
Loones	Pennmar	Jt. Delegate	1
Wm. Martinelli	Susan V. Luckenbach	" "	1
Wm. Murphy	American Trader	" "	1
A. T. Merko	Dixie	Stewards	1
James McNaught	West Lashaway	Jt. Delegate	1
M. McCrodden	Poriente	Stewards	1
James Moore	Tidewater Associated	Jt. Delegate	1
Wm. H. MacDavid	California	Engine	1
Charles Manahan	E. J. Sadler	Jt. Delegate	1
John Mansky	Orizaba	Jt. Delegate	3
R. E. McCarthy	Phoenix	Jt. Delegate	1
Robert Murphy	Axtell J. Bylos	Jt. Delegate	1
R. J. Meenen	Black Osprey	Jt. Delegate	1

<u>NAME</u>	<u>SHIP</u>	<u>DIVISION</u>	<u>NO. VOTES</u>
B. McGilvery	Turrialba	Jt. Delegate	1
Eigene J. Marrin	Santa Barbara	" "	3
Robert L. Merritt	Achilles	" "	1
John Noone	California	Stewards	1
Charles Nussl	Black Hawk	Jt. Delegate	1
Bernard J. Oneil	Vincent	" "	1
Christobal Ors.	Florida	" "	3
Gabriel Purchase, Jr.	Shawnee	Engine	1
Joseph Perry	American Banker	Jt. Delegate	1
B. Pena	Volunteer	Stewards	1
Poifer	Swift Scout	Jt. Delegate	1
Jack Paene	Guayaquil	" "	1
Roland Perry	Bacoi	" "	1
James Phelps	Dixie	Engine & Deck	2
Charles Pelet	President Harding	Deck	1
Charles Russell	Wilton	Jt. Delegate	1
Walter Reese	Ogontz	" "	1
Joe Ramos	Western World	Engine	1
Leo Regan	Shawnee	Stewards	1
Simon Stieglitz	Washington	Stewards	1
L. Samuels	Quiriqua	Jt. Delegate	3
Fred Strelew	Cristobal	" "	1
James Shehan	Express	" "	1
Frank Smith	Scanyard	" "	1
J. Steglik	President Harding	Engine	1
C. Shannon	San Mateo	Jt. Delegate	1
Stewart	Botterton	" "	1
A. J. Stacey	San Jacento	" "	1
Shoonmaker	Wm. Humphrey	" "	1
Thomas Taylor	American Farmer	" "	1
E. Tribino	El Mundo	" "	1
James Trotton	Pipestone County	" "	1
H. Turner	City of Newport News	" "	1
G. VanderRos	Pennsylvania	Stewards	1
Van Arsdalen	Robert Luckenbach	Jt. Delegate	1
Joe Weiss	Coama	" "	1
M. Zellner	Exhibitor	" "	1
Ray Katz	Aurora	" "	1

This represents 135 men from 113 ships.

Below are the Port Delegates and the number of VOTES each shall have, in accordance with the Rules of the Convention.

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<u>NAME</u>	<u>PORT</u>	<u>NO. OF VOTES</u>
Frank Jones	New York	1
F. C. Smith	"	1
Gethyn Lyons	"	1
Ted Lewis	"	1
Mary Agnes Lodd	"	1
Charles J. McCarthy	"	1
Joseph Curran	"	1
Robert Lawrence	"	1
Sherman Lemmon	"	1
Frederick Meyers	"	1
Thomas Ray	"	1
Dominick Gavin	"	1
Jerry King	"	1
Fred Renaud	"	1
Jack Lawrenson	"	1
Moo Byne	"	1
Dave Rames	"	1
F. C. Phillips	"	1
K. K. Owen	Mobile	3
Thomas Durgin	Providence	3
Henry Gore	Philadelphia	1
Charles Rubin	"	1
Donohue	"	1
Murray	"	1
Querel	"	1
Burnstine	"	1
J. Kropp	"	1
Schnoring	"	1
M. Paulawski	"	1
Matty Ryan	Boston	1
Edwards	"	1
Ed Coon	"	1
Neal Hanley	Marcus Hook	3
Patrick B. Whalen	Baltimore	1
Chris Larkin	"	1
H. Allegyer	"	1
E. E. Aplin	"	1
Burlon Barbard	"	1
Dunward Larson	"	1
Charles Rogoll	"	1
Frank A. Stokl	"	1
Johnson	"	1
Applewhite	New Orleans	1

*New Orleans shall
be entitled to
Nine Votes:

<u>NAME</u>	<u>PORT</u>	<u>NO. OF VOTES</u>
Robert E. Moors	New Orleans	1
Frank Rinaldo	"	1
Mack Loo	"	1
Arthur Thomas	"	1
D. MacClennan	"	1
Rudolph Achoo	Port Arthur	2
Florencio Rivera	"	2
Francis P. O'Donohue	Houston	2
Robert T. Fillingham	"	2
James F. Murphy	"	2
Frank Dunlavey	Galveston	3
Royce Kerbow	"	3
William Lois	Corpus Christi	1
Robert Mills	Boston	1
Frank Gaffney	"	1
Thomas McGowan	"	1
Joseph Mantel	"	1
Robert Hawkes	"	1
Clarence Wadell	"	1
A. Duffy	Great Lakes	3
M. Hedley Stone	"	3
James Mullens	"	3
Sigmund J. Sawicki	Savannah	3
James Bennett	Tampa	3
Richard Graham	Norfolk	3

This represents 68 men from 14 Ports.

Below are the Fraternal Delegates from Organizations

V. J. Malone	Marine, Firemen, Oilers, Watertenders & Millers Association
C. W. Deal	Inland Boatmen's Union of the Pacific
Vito Marcantonio, Anne Damon and Sam Dlugin	International Labor Defense
William Gilfillan	Pursers Division.
Allan S. Haywood	C. I. O.
Charles Keith	Publicity Bureau N.M.U.
Al Rothbart and L. Chamberlain	Pilot
Ralph Emerson	Washington Legislative Representative N.M.U.
J. A. Sullivan and J. Chapman	Canadian Seamen's Union
E. F. Burke	Marine Cooks and Stewards Assn. of the Pacific
Smith Hopkins	Radio
Mervyn Rothborne	American Radio Telegraphists Association
Harold E. Fleming	Industrial Union of Marine Shipbuilding Workers of America

There are 13 Alternate Port Delegates

16620

There are 2 Alternate Ship Delegates.

Respectfully submitted

Frank Dunlavey, Chairman.

Credentials Committee.

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LW:PMC
100-120818

August 1, 1942

Special Agent in Charge
New York, New York

RE: ⁰NATIONAL MARITIME UNION
OF AMERICA;
INTERNAL SECURITY - C.

Dear Sir:

For your information the following censored intercepts which have been furnished to the Bureau are being quoted:

*NOLA APRIL 25

PRESIDENT FRANK D ROOSEVELT

THE WHITEHOUSE WASHN DC

CREW MV WICHITA PROTEST APPOINTMENT OF APPEASER JOSEPH KENNEDY TO POST OF SHIPPING CZAR. WE ARE FULLY SUPPORTING YOUR WAR PROGRAM AND BELIEVE IT WOULD BE A FATAL MISTAKE TO APPOINT THIS APOSTLE OF APPEASEMENT TO ANY SHIPPING POST. FURTHER WE RESPECTFULLY REQUEST YOU GRANT INTERVIEW TO JOSEPH CURRAN TO HEAR SEAMENS PROPOSALS FOR EFFICIENT MANNING OF MERCHANT MARINE

CREW M/V WICHITA NATIONAL MARITIME UNION OF AMERICA

CEN 7 #58A

ORIGINAL VIA LANDLINE"

*NOLA APRIL 25

mm

ADMIRAL ENCRY S LAND

WASHN DC

COMMUNICATIONS SECTION

WE THE CREW OF MV WICHITA URGE YOU DROP YOUR PROPOSALS FOR SEAMING OUR UNION. WE ARE MANNING THE SHIPS DELIVERING THE GOODS AND WE WANT SUPPORT NOT ATTACK. EFFICIENT MANNING OF MERCHANT MARINE CANNOT BE OBTAINED BY YOUR PROPOSALS AND ASK YOU CONSIDER MEU PROPOSALS WHICH ARE SOUND AND BASED ON PROPER INVESTIGATION AND ANALYSIS

U. S. DEPARTMENT OF JUSTICE

CREW M/V WICHITA NATIONAL MARITIME UNION

CEN 7 #57A

ORIGINAL VIA LAND LINE"

RECORDED
&
INDEXED

100-120818-39

FROM NEW ORLEANS LA 24

PRESIDENT FRANKLIN D ROOSEVELT
WASHN DC

WE THE CREW OF SS ALCONQUIN PROTEST APPOINTMENT OF JOSEPH KENNEDY
AS SHIPPING CZAR. WE ARE BEHIND YOU HUNDRED PERCENT IN VIGOROUS
PROSECUTION OF WAR AND ARE PROVING THIS BY MANNING THE SHIPS AND
TAKING THE RISKS. URGE YOU CONSIDER OUR OPINION BEFORE APPOINTING
THIS APPEASER TO SUCH A VITAL POST

CREW SS ALCONQUIN
NATIONAL MARITIME UNION OF AMERICA

SEND VIA LANDLINE
PASS CEN 6 - #106A

FROM NEW ORLEANS LA 24

ADMIRAL HENRY S HEND
WASHN DC

WE THE CREW OF SS ALCONQUIN PROTEST YOUR PROPOSALS FOR LEGISLATION
DESIGNED TO SMASH OUR UNION. WE ARE RISKING OUR LIVES ON HIGH
SEAS TO HELP WIN THIS WAR. WORK WITH US - NOT AGAINST US. URGE
YOU TO DROP YOUR PROPOSALS AND WORK WITH NATIONAL MARITIME UNION
FOR VICTORY

CREW SS ALCONQUIN
NATIONAL MARITIME UNION OF AMERICA

SEND VIA LANDLINE
PASS CEN 6 - #110A

Very truly yours,

John Edgar Hoover
Director

CC - New Orleans

August 5, 1942

LW:AJB

100-120818

Special Agent in Charge
New York, New York

RE: NATIONAL MARITIME UNION OF AMERICA;
INTERNAL SECURITY - C.

Dear Sir:

There are being quoted herewith the following censorship intercepts which have been made available to the Bureau:

*25 APR 1942

RM17 62 EL FM NOLA 25

PRESIDENT FRANKLIN D ROOSEVELT

WHITE HOUSE WASH DC

THE CREW OF SS ULUA URGE YOU TO CONSIDER BEFORE MAKING DECISION OF APPOINTING JOSEPH KENNEDY AS SHIPPING CLERK. APPOINTMENT OF THIS APPEALER WOULD BE SERIOUS BLOW TO OUR UNION AND TO THE WAR PROGRAM WHICH YOU HAVE OUTLINED. FURTHER RESPECTFULLY REQUEST YOU GRANT INTERVIEW JOSEPH CURRAN PRESIDENT NATIONAL MARITIME UNION FOR PURPOSE OF HEARING OUR PROPOSALS FOR EFFICIENT IN MERCHANT MARINE. L K CORNISH SHIPS DELEGATE SS ULUA NATIONAL MARITIME UNION.

CEN 7PM #36A ORIGINAL VIA LAND LINE

*25 APR 1942

RM16 53 EL FM 25 1132A

ADMIRAL EMORY S LAND

WASH DC

CREW SS ULUA PROTEST YOUR ATTEMPTS TO INDUCE SENATE INVESTIGATION COMMITTEE TO INTRODUCE LEGISLATION DESIGNED TO CRUSH MARITIME UNIONS. WE ARE MANNING THE SHIPS AND WE EXPECT OUR GOVERNMENT OFFICIALS TO WORK WITH US AND STAND BEHIND US, URGE YOU DROP SUCH PROPOSALS AND CONSIDER NMU PROPOSALS FOR EFFICIENT MANNING OF MERCHANT MARINE. L K CORNISH SHIPS DELEGATE SS ULUA NATIONAL MARITIME UNION.

CEN 7PM #35A ORIGINAL VIA LAND LINE

COMMUNICATIONS SECTION

MAILED 1

AUG 6 1942 P.M.

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE

Very truly yours,

John Edgar Hoover

RECORDED

INDEXED

AUG 10 1942

AUG 11 1942

cc - New Orleans

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XXXXXXFEDERAL BUREAU OF INVESTIGATION
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President May Name Gardner as Head of Domestic Atom Board

Kennedy, Liffenthal and Langmuir Also Reported Under Consideration

By the Associated Press

President Truman is said to be considering elevating O. Max Gardner from Undersecretary of the Treasury to chairman of the new domestic Atom Control Commission.

While associates reported that Mr. Truman had made no final decision, they said it appears that Mr. Gardner, 64-year-old lawyer and textile manufacturer who has served the administration in several posts, now tops the list of those mentioned to head the new board.

As chairman, Mr. Gardner would step into a powerful post from the spot as second man at the Treasury, to which he was appointed this year. A former Governor of North Carolina, he once served as chairman of the advisory board of the Office of War Mobilization and Reconversion.

Others Considered

Along with Mr. Gardner, Mr. Truman was reported considering the appointments of former Ambassador Joseph P. Kennedy, TVA Chairman David Liffenthal and Dr. Irving Langmuir, one of those who aided in the development of the atomic bomb.

It was emphasized that the President also is thinking over the names of half dozen other outstanding citizens as possible appointees to the five-member commission and the job of manager of its administrative staff.

Commission members and the manager will receive \$15,000 annual salaries, with the chairman getting \$17,500. Their appointments would be subject to Senate confirmation as soon as Congress meets again.

Mr. Gardner likely would have strong Senate support as a "businessman" appointed on a commission which will have the widest sort of authority over the development of atomic energy in this country. His nomination as Treasury Undersecretary was approved unanimously by the Senate.

Mr. Liffenthal also has received Senate approval of his appointments and reappointments to the Tennessee Valley Authority board and Mr. Kennedy's appointment as Ambassador to Great Britain in 1947 followed previous Senate approval of his nominations for chairman of the Securities and Exchange Commission and the Maritime Commission.

Dr. Langmuir, representing scientists who worked on the bomb, testified before the Senate Atomic Energy Committee last year to the evident satisfaction of most members.

Dr. Langmuir told the committee the United States should hold on to its atomic energy secrets until a satisfactory system of world security is achieved.

He forecast that Russia will produce an atomic bomb within three years, adding that the Soviets then might accumulate such weapons faster than the United States if world controls are not imposed.

Mr. Liffenthal was a member of the committee of experts which drafted a State Department report recommending a system of world controls for atomic development. This report formed part of the basis for American recommendations to the United Nations Atomic Commission, which still is studying the situation.

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Hendon
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

INDEXED

64-190625-A

NOT RECORDED

87 AUG 26 1946

EX-45

59 AUG 28 1946

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XXXXXXFEDERAL BUREAU OF INVESTIGATION
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Information pertained only to a third party. Your name is listed in the title only.



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Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Nichols

DATE: August 6, 1953

FROM : [REDACTED] (b)(7)(C)

SUBJECT: COMMISSION ON GOVERNMENT REORGANIZATION

You requested a brief memorandum on 9 of the 12 men appointed to the above-captioned commission. President Eisenhower, Vice-President Nixon and House Speaker Joseph W. Martin, Jr., each named four men to this commission.

President Eisenhower named:

Former President Herbert Hoover. He is expected to head the committee.

James A. Farley, former Postmaster General.

Herbert Brownell, Jr., Attorney General.

Defense Mobilizer Arthur S. Flemming.

Vice-President Richard M. Nixon named:

Senator Homer Ferguson, Republican of Michigan.

Senator John L. McClellan, Democrat of Arkansas.

Solomon C. Hollister, Dean of the Cornell University Civil Engineering School.

Robert G. Storey, Dean of the Southern Methodist University Law School.

An anonymous telephone call to the office of House Speaker Martin resulted in obtaining the names of those designated by him. They are:

Joseph P. Kennedy, Sr., former Ambassador to Great Britain, and also a Special Contact of the Boston Office.

Sidney A. Mitchell, prominent New York banker and former Special Attache, American Embassy, London.

Clarence Brown, Republican Congressman of Ohio.

Chet Holifield, Democratic Congressman from California.

Attached are brief summary memoranda of all of the above except [REDACTED]

53 SEP 18 1953

Attachment

[REDACTED]anf:erc

SE-1
RECORDED-8
INDEXED-88

Tolson
Ladd
Nichols
Belmont
Clegg
Glavin
Harbo
Rosen
Tracy
Mohr
Winterrowd
Tele. Room
Holloman
Gandy

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 12/2/87 BY SP1AG/JC

268049

ENCLOSURE

(b)
(7)
(c)

303

Memo to Mr. Nichols

August 6, 1953

[REDACTED]
[REDACTED] A perusal of these memoranda will reveal
that none of the individuals except [REDACTED] has indicated
any basic hostility toward the FBI.

RECOMMENDATION:

None, for information.

W

W

TABLE OF CONTENTS
COMMISSION ON GOVERNMENT REORGANIZATION

[REDACTED]	Page 1
[REDACTED]	3
[REDACTED]	6
[REDACTED]	8
[REDACTED]	13
[REDACTED]	14
Joseph P. Kennedy, Sr.	15
[REDACTED]	17
[REDACTED]	20
[REDACTED]	21

(b)
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DATE 12/2/87 BY SP1AGS/ST

140-1397-1
~~62~~ 100261 -

ENCLOSURE

305

RE: JOSEPH P. KENNEDY

BACKGROUND:

Joseph Patrick Kennedy was born in Boston, Massachusetts, on September 6, 1888. He received an A.B. Degree from Harvard in 1912; he has received numerous honorary degrees from universities and colleges, both in the United States and abroad. He married Rose Fitzgerald in 1914. They had nine children. (Who's Who in America 1952)

One of their sons is John Fitzgerald Kennedy, the present Democratic Senator from Massachusetts. It is to be noted that Senator Kennedy is a member of the Committee on Government Operations. (Congressional Directory, 83rd Congress, 1st Session, March, 1953)

Kennedy was a bank examiner for Massachusetts from 1912 to 1914 and President of the Columbia Trust Company from 1914 to 1917. Over the next ten years he was engaged in various financial endeavors which included banking, shipbuilding and the movie industry. He was appointed to the Securities and Exchange Commission in 1934. He resigned in 1935. In 1937 he was appointed Ambassador to Great Britain (1937 to 1940). He is a trustee of Notre Dame University, a Catholic and a Democrat. He has a summer home at North Ocean Boulevard, Palm Beach, Florida. (Who's Who in America 1952)

INFORMATION IN BUREAU FILES:

Joseph P. Kennedy in 1948 was appointed to the staff of Honorable Herbert Hoover. Mr. Hoover headed the Commission on Organization of the Executive Branch of the Government. A ten-page summary memorandum was prepared on Kennedy at this time. (66-1138-336)

This memorandum contained information to the effect that in April, 1942, the Bureau received unsolicited information from a confidential source of unknown reliability concerning certain transactions implicating [REDACTED]

[REDACTED] Joseph P. Kennedy, [REDACTED] Kennedy allegedly made a very profitable deal through the influence of [REDACTED]. It was alleged he has received an annual income of \$1,000,000 from this transaction which took place in the early thirties. [REDACTED]

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED 2680 V9
DATE 12/3/87 BY SP1 AG/SC -15 -

140-1397
100261

(b)
(7)
(c)

306

This transaction involved the acquiring of exclusive outlet rights for the United States from Distillers Limited, which reportedly controlled almost the entire Scotch Whiskey output in England.

[REDACTED]

In 1948, Miss Eunice Kennedy, a daughter of Joseph P. Kennedy, was employed in the Department of Justice as Executive Secretary to the Attorney General in charge of juvenile matters.

The Bureau's relations with Kennedy over the past years have been very cordial. (94-37808)

Joseph P. Kennedy has been a special service contact of the Boston Office since 1943. (67-380854)

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Hoover

DATE: September 30, 1953

FROM : Herbert Brownell, Jr.

SUBJECT:

The attached request from Mr. Herbert Hoover for clearances under Executive Order 10450 for members and staff of the Commission on Organization of the Executive Branch of the Government is self-explanatory. I am writing Mr. Hoover that we will give prompt attention to his request. I presume there is no need to wait for all of the investigations to be completed, but to send the reports along individually as soon as they are ready.

If there is some way under the applicable Executive Order to exempt certain men on the list from any further check, by reason of their public standing and former government service, I would like to have your suggestions.

Attachment

RECORDED-38

INDEXED-38

OCT 13 1953

EXPEDITE PROCESSING

Commission on Organization
of the
Executive Branch of the Government

General Accounting
Office Building
Washington 25, D. C.

September 29, 1953

Honorable Herbert Brownell, Jr.
The Attorney General
Department of Justice
Washington, D. C.

Dear Mr. Brownell:

In accordance with our conversation at lunch today, I am enclosing a list of Commissioners and Task Force officials of the Commission on Organization of the Executive Branch of the Government, as to whom I would appreciate a special and quick clearance under Executive Order 10450.

There will be other names which probably can be cleared under the normal procedure. However, I hope that you will let me impose on you for speedy action on some of these if it is necessary.

Yours faithfully,

Herbert Hoover

enclosure

original of this returned to
Ag Browner by Mr.
H. H. Hoover

ENCLOSURE

140-1397-13

309

Six Commissioners:

1. Herbert ~~Hoover~~
2. James A. ~~Farley~~
3. Solomon Cady ~~Hollister~~
4. Robert G. ~~Storey~~
5. Sidney A. ~~Mitchell~~
6. Joseph P. ~~Kennedy~~

Officials of the Commission and Task Force Leaders:

1. John B. ~~Hollister~~ (Firm of Stettinius, Taft & Hollister
of Cincinnati, Ohio)
2. Dr. Harold ~~Metz~~ (Brookings Institution)
3. J. Harold ~~Stewart~~ (Formerly Capt. U. S. Naval Reserve and
now head of his Accounting Firm in Boston)
4. Gen. Charles ~~Seitzman~~ (Former Assistant Secretary of State)
5. Paul ~~Grady~~ (Price, Waterhouse and Co., New York)
6. Charles B. ~~Cooper~~ (Chairman of Board of Presbyterian Hospital
in New York)
7. Joseph P. ~~Birns~~ (Managing Director of Waldorf Astoria in New York)
8. Chauncey ~~McCormick~~ (Chicago) h. c.
9. Adm. Ben ~~Morrell~~ (Jones & Laughlin Steel Corp. of Pittsburgh)
10. Robert L. ~~McCormick~~ (Citizens Committee for the Hoover
Report, Washington, D. C.)
11. Lawrence ~~Richey~~ (Washington, D. C.)
12. Miss Bernice ~~Miller~~ (my Secretary)

ENCLOSURE

140-1397-13